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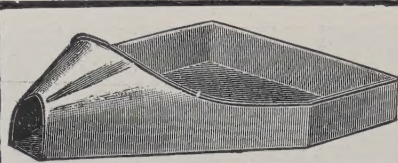
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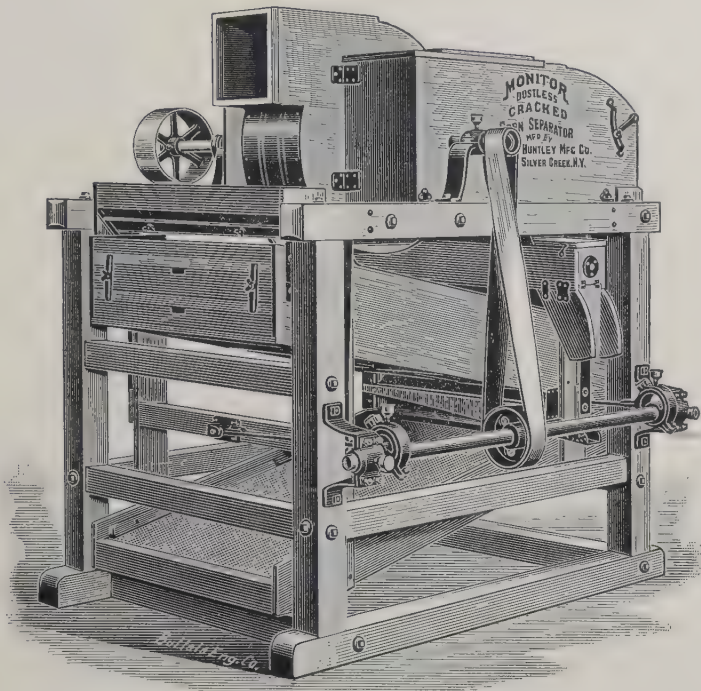
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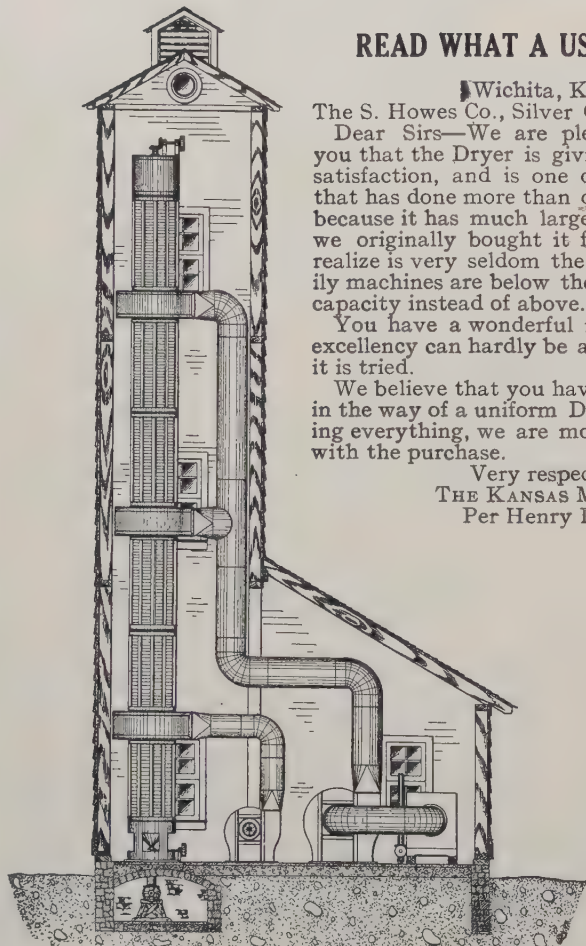
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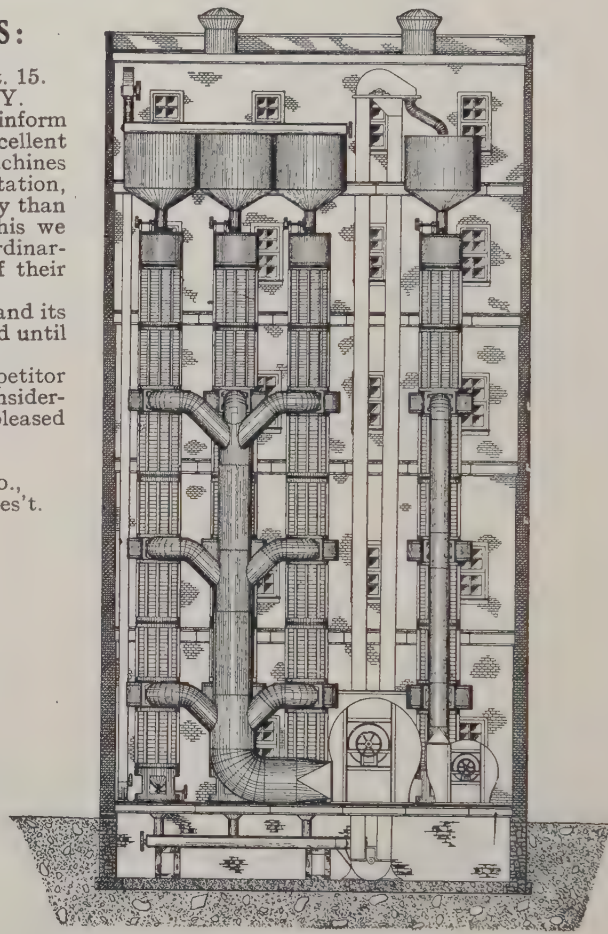


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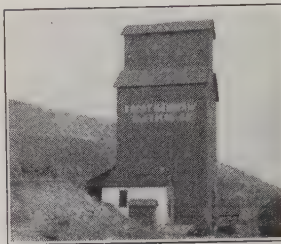
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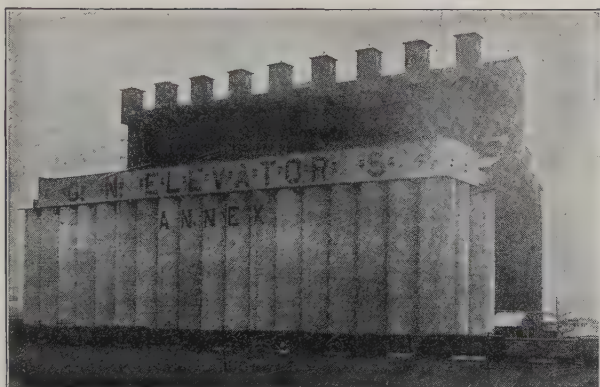
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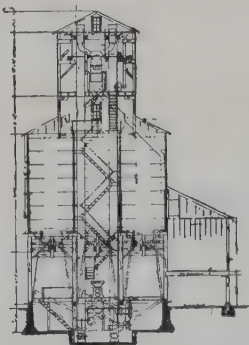
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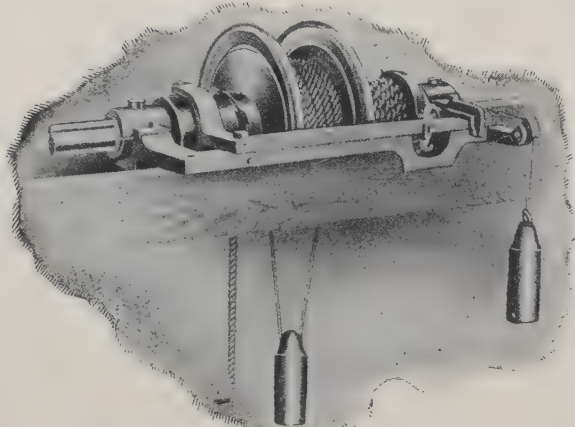
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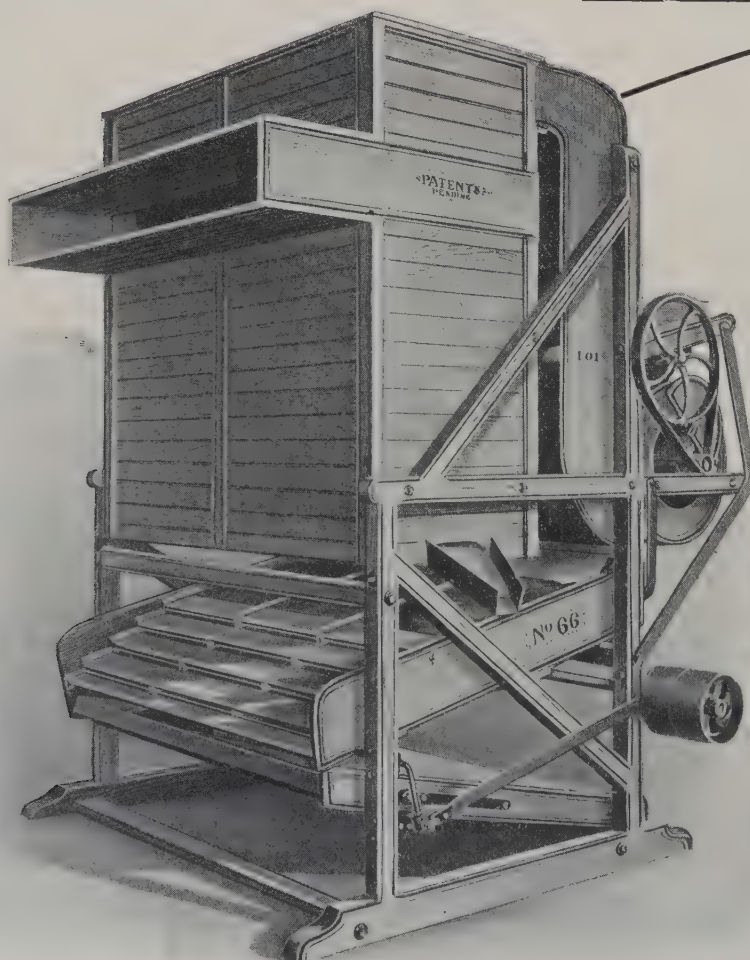
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**Sykes Steel Roofing Co.,
CHICAGO ILL**

CYCLONE BLOW PIPE CO.

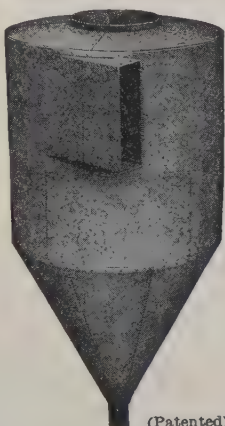
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
Speed Systems.

541-553
West Jackson Boul
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71 1/2% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

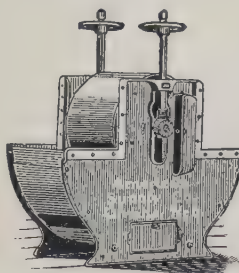


**THE
"New
Cyclone
1905"**

Manufactured Exclusively by

**The Knickerbocker Co.
JACKSON, MICH.**

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

**Heavy and
substantial,
no better
made.**

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 - -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

**AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.**

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' "Please ship us another with as little delay as possible."

Price \$10.00
F. O. B. Factory

**Detroit
Scoop-Truck Co.**

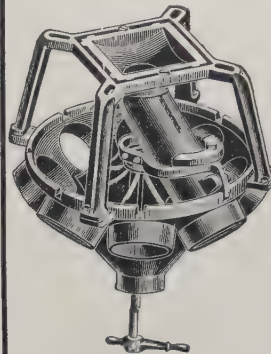
2225 W. Jefferson Ave.,
Detroit, Mich.



Huron Milling Co.
Harbor Beach,
Mich.

Increase the efficiency of the man,
and you decrease cost of operation.

Hall Signaling Distributor



enables an operator to do 50 to 75 per cent more work a day.

It also enables him to do better and cleaner work.

It lasts longer than any other device you can buy. Ask for proofs.

**HALL DISTRIBUTOR CO.
222 Ramge Bldg. Omaha, Nebr.**

YOU'LL NOT REGRET IT



Equip your house with one of our **IMPROVED NEW ERA PASSENGER ELEVATORS**. Many Exclusive Features. It will surprise you to learn the small cost.

At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

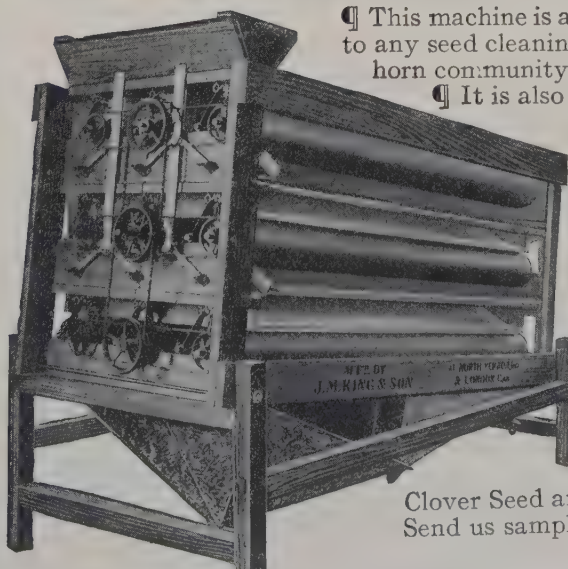
**SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO**

Established 1880

**DEMPSTER, ALTONA & CO.
MANUFACTURERS
STANDARD SCALES**

601-03-05 Court Ave., DES MOINES, IOWA

THE KING BUCKHORN MACHINE



¶ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

¶ It is also of equal value to the farmers and land owners of this same community.

¶ Write for our booklet which gives full detailed description and prices of machines. We will be glad to send it at once.

¶ We are always willing to answer questions.

¶ We are in the market for low grades of

Clover Seed and Clover Seed Tailings. Send us samples.

J. M. KING & SON, North Vernon, Ind.

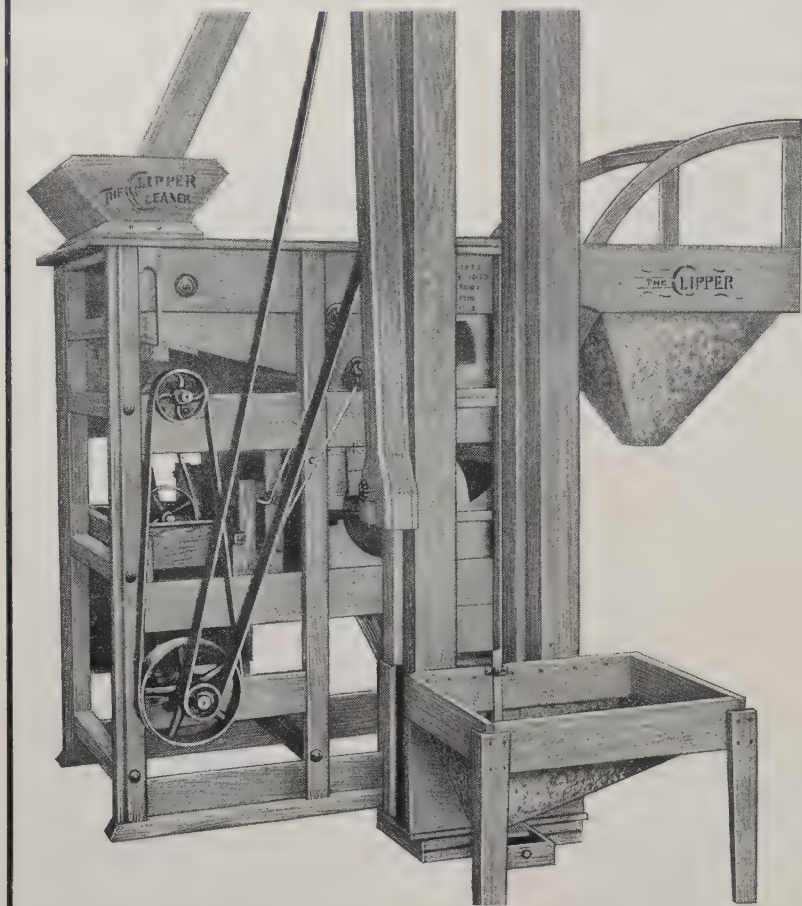
No. 116 Clipper Cleaner

This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

A. T. FERRELL & CO.
SAGINAW, MICHIGAN



NOTICE

A Complete Line of Our Shellers, Cleaners, Drags, Dumps, Man-Lifts and Repairs will be carried at Enterprise, Kansas, by the Barnard Machinery Co.

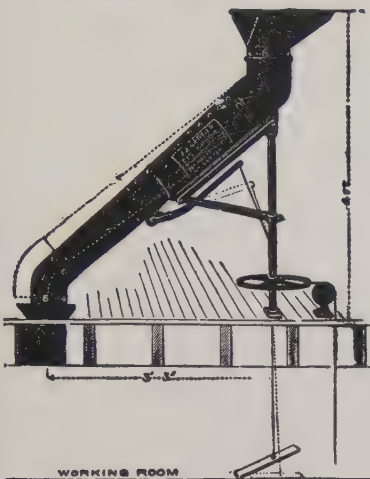
All orders from the West and Southwest will be shipped from this stock. For prices or any information in regard to our line of Machines and Elevator Supplies

ADDRESS

The Philip Smith Mfg. Co.
SIDNEY, OHIO

The Barnard Machinery Co.
ENTERPRISE, KAN.

ORDER THE No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

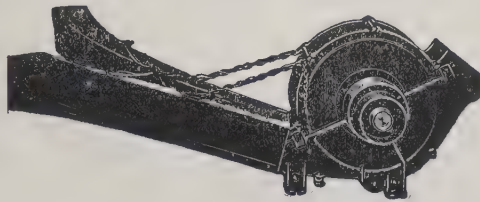
Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

WILL THE "BOSS" WORK WELL?



When writing for prices state how many bushels per minute you wish to load. We carry all sizes in stock and make prompt shipment.

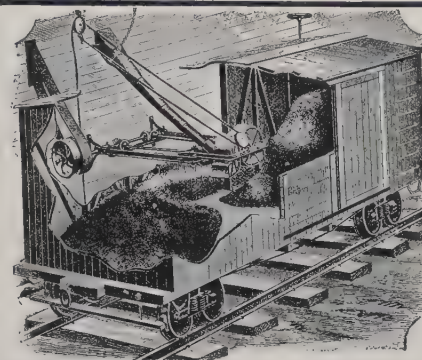
MAROA MANUFACTURING CO., DEPT. 3, MAROA, ILL.

On April 9, 1902, we shipped a Boss Car Loader to W. G. Sweet, Royal Center, Ind. On March 16, 1910, we sent him a repair list and asked him how it was working. The following is his reply:

Royal Center, Ind., Mar. 17, 1910.
Maroa Mfg. Co., Maroa, Ill.
Gentlemen: The Boss car loader bought in 1902 is giving perfect satisfaction. Am well pleased with it.

Yours truly, W. G. Sweet
And that does not tell all of the story. During the 8 years he has had the machine he has paid us just \$5.30 cents for repairs, an average of 14¢ per week. Not very much is it?

We carry all sizes in stock



9,000 BUSHELS PER HOUR

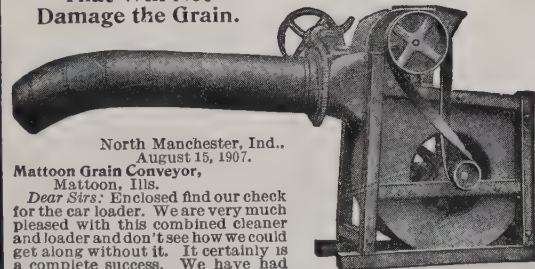
is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

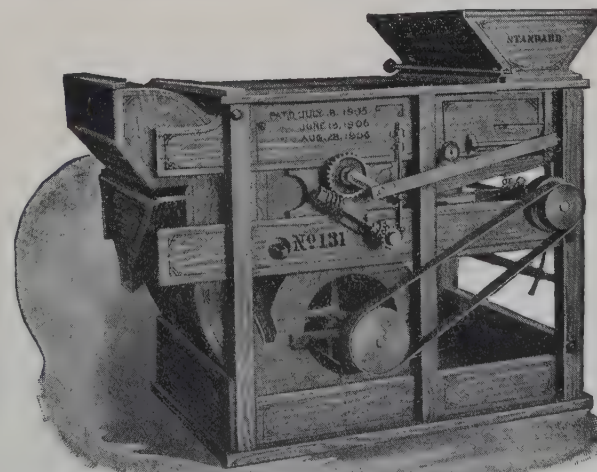
COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

The Machine You Need to Clean Your Seed



Constant and insistant is the demand for clean seeds and growers are justified in asking that every precaution be taken to furnish them with clean pure seed, because, with the modern devices there is no excuse for seed grains containing any foreign matter.

THE STANDARD SEED AND GRAIN CLEANERS

Will thoroughly clean your seeds.

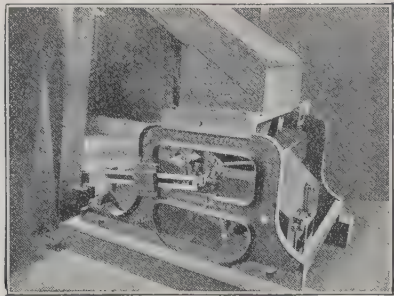
This machine has many devices which are original and exclusive, and which make it superior to any machine on the market.

Write for our catalog it will explain their advantages more fully than we can do it here. It's free.

INTERNATIONAL MFG. CO.

Crestline, Ohio

FIRST



IT
SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

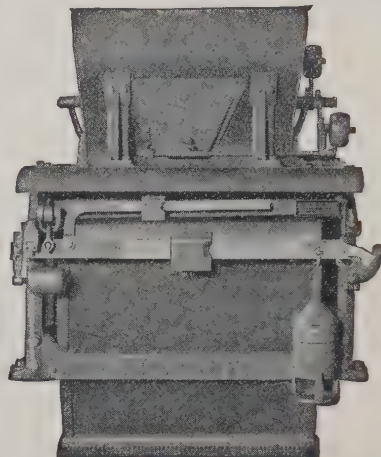
BRANCHES:

New York
Chicago
Philadelphia
Montreal, Can.

Boston, Mass.
Portland, Ore.
Sioux City, Ia.
Winnipeg, Can.

Indianapolis, Ind.
Kansas City, Mo.
Minneapolis, Minn.
San Francisco, Cal.

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

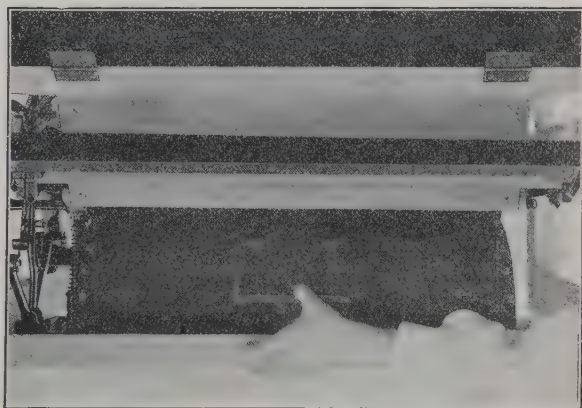
There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to *you*.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO. Agents at all Grain Centers



LIGHT OATS

are no object to the

New Richardson Automatic Scale!

With our improved gate adjuster the scale will weigh the lightest oats with all impurities at and over the contract capacity with absolute accuracy.

Corn containing sticks, cobs, etc., and dirty, heavy or light wheat, rye and other grains are weighed and registered with the same facility.

Returns, barring leaks through bad cars, guaranteed.

Railroads pay on Richardson weights proved by affidavit.

Specify the Richardson, which always leads the way in service and improvements.

RICHARDSON SCALE CO., 6 Park Row, New York

122 Monroe St., Chicago, Ills.

413 Third St. So., Minneapolis

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

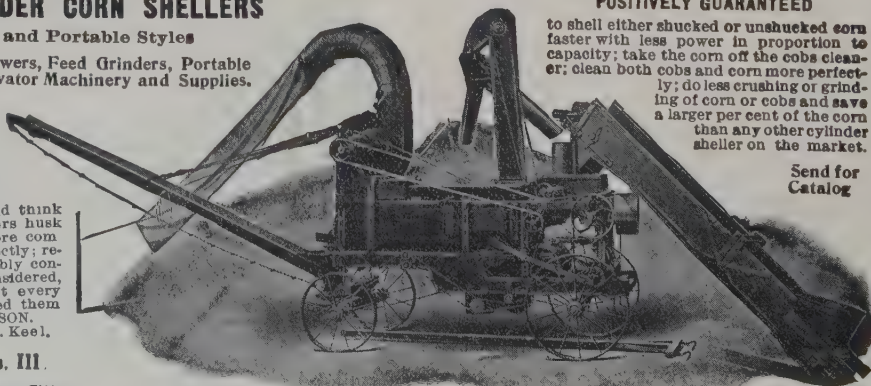
MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog



IT IS TO YOUR INTEREST TO LET
US QUOTE YOU PRICES ON

ELEVATOR MACHINERY

AND

SUPPLIES

OF EVERY DESCRIPTION

LARGE STOCK
PROMPT SERVICE

Grain Dealers Supply Co.

305 So. 3rd Street

Minneapolis, Minn.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight
Sizes—2 to 25-horsepower.

Peculiarly suited for use with
Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



FEED MILLS

Perfect Control

of your wagon dump
when you have a



Reliance Automatic Dump Controller

It means that your
farmer patrons can drive
on your dump without
fear of an accident to
fractious teams. The
movement of the dump is smooth
and slow. Absolutely automatic.

Sent on 30 days trial.

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment
including Wagon Dumps, Power Shovels, Corn Shellers and
Cleaners, Buhr Stone and Roller Feed and Meal Mills,
Meal Bolters, Packers, Car Pullers, Passenger Elevators,
Grain Handling Appliances, Belting and Power Connections
of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

WILLFORD

Light Running Three-Roller Mills

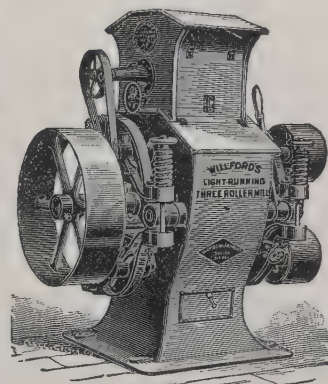
ARE THE BEST
FEED MILLS FOR ELEVATORS

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.



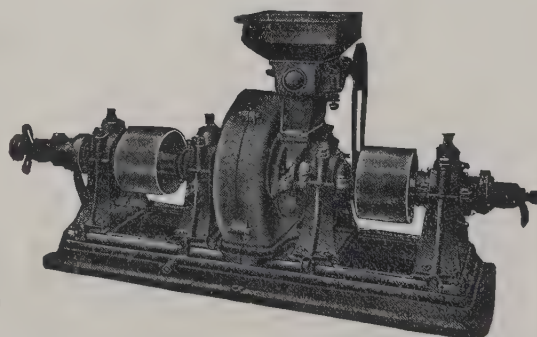
Your Profits

at the end of the year are shown by the
amount of cash you have. You will
find the feed grinding end of your
business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you
one on trial. WRITE US

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



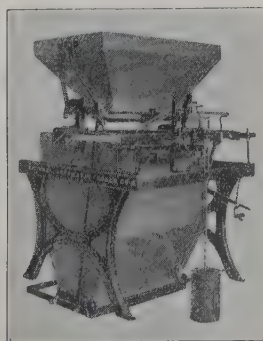
It Soon Pays For Itself.

It will cost less than you imagine to install a NATIONAL
Automatic Scale. What's more, it will soon pay for itself.

One of our customers informs us that the NATIONAL has
just saved them over \$100.00 on one car load of grain. We will
be glad to send you their address.

Every operation of the NATIONAL is positive. It is not af-
fected by cobs, sticks, straws or any trash that might be in the
grain. Irregular elevating will not affect the accuracy of the
weights. It has no hair trigger regulations to get out of fix.
Everything simple and sensible. Write at once. Sixty days
free trial.

NATIONAL AUTOMATIC SCALE CO.
BLOOMINGTON, ILLINOIS



AUTOMATIC TWIN SCALES

Baggers, Polishers and Cleaners
Manufactured by
AMERICAN GRAIN SCALE CO.
Blackwell, Oklahoma

WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wiper feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the **WITTE** you help us advertise. So write for our introducing proposition stating size wanted.

WITTE IRON WORKS CO.
526 W. 5th Street KANSAS CITY, MO.



FOOS

Gas Engines

are economical

For the wiper spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.

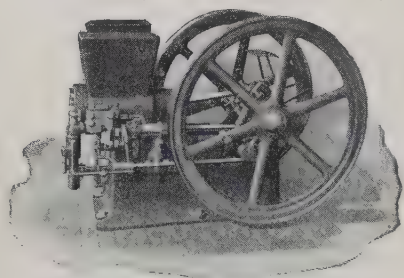
For 20 YEARS the LEWIS ENGINE

has stood unexcelled

For elevator use we recommend our Automatic Self Draining Pump Outfit.

Economy, Reliability and Durability

J. THOMPSON & SONS MFG. CO., Masonic Block, BELoit, WIS.



Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks Price \$1.00.

For any of the above address

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

WATER PROOFING PAINT

Ever since cement came into general use elevator men who have concrete basements or Boot Tanks have been troubled more or less with moisture. This is now readily overcome by using

DE RONDE'S A. & W. COATING

This economical compound is guaranteed to make concrete or wood impervious to moisture, acids or alkalis. It is extremely penetrating and dries quickly. When dry it is absolutely tasteless and odorless.

We are so convinced that DeRonde's A. & W. Coating will do all that we claim that we offer to any reliable concern a free sample so they can make their own tests.

Write for sample and particulars.



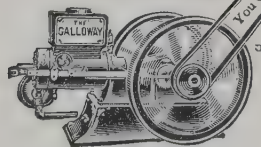
KIELGASS-LEHMAN CO., 208 Kinzie Street, CHICAGO, ILL.

\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a 5-H.-P. only \$119.50



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor and one small profit. Send for my big BOOK FREE.

Wm. Galloway, Pres.
Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8½ in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

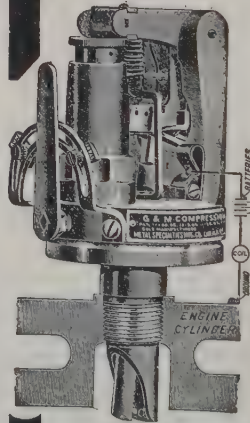
Grain Dealers Journal

255 LaSalle Street, Chicago, Ill.

G. & M. Compression Igniter

Special Price Next 30 Days

A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We Can Save You Money

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers

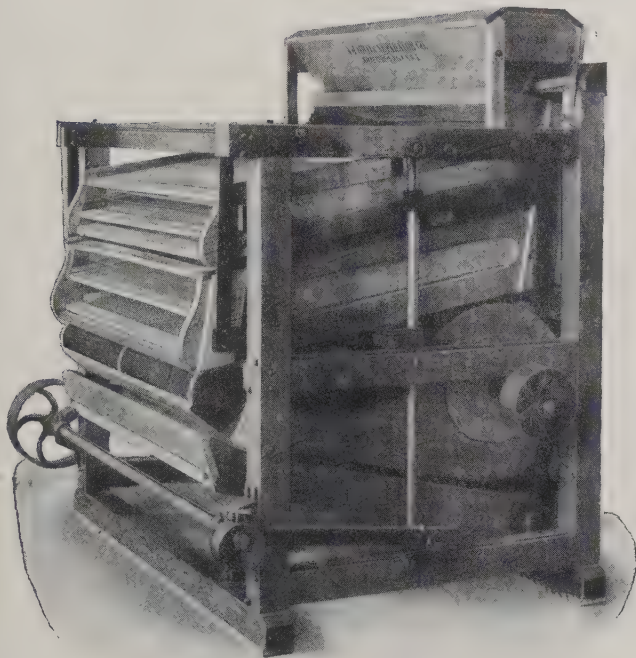
METAL SPECIALTIES MFG. CO.

427-441 W. Randolph St., Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

No. 48 XL
Combined Cleaner and Separator



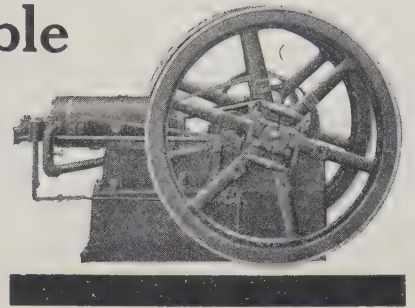
DUSTLESS OR NON-DUSTLESS.

Guaranteed capacity 50% GREATER than any other machine in same space, as we have double the sieving surface.

We manufacture Warehouse and Elevator Cleaners any size and capacity required. Write us for Price List and Illustrated Catalog.

AMERICAN GRAIN SEPARATOR COMPANY, MINNEAPOLIS, MINNESOTA.

Dependable
Power
Always
On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

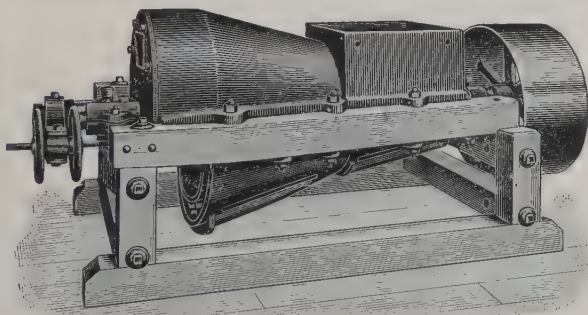
International Harvester Company
of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A

THE UNITED STATES WAREHOUSE CORN SHELLERS



Send for Our Catalog and Get Acquainted

are made in **three** styles, Fan Discharge, Cup Discharge and the STANDARD Discharge.

Our patented "Quick Repair Feature" will be appreciated by you and your waiting customers on some busy day when a rock, brick or hammer goes thru your sheller and breaks a shell or any other casting, as all the castings are easily and quickly interchangeable. We manufacture other money-saving

Elevator Machinery

and we want to submit our Net Lump Price on your specifications large or small. Write us.

B. S. CONSTANT CO., Bloomington, Ill.

Let Us Make Your Coal Business Pay

¶ There is just one way to get profit out of the coal business—handle good coal and advertise it. In Pyrolite Coal and Pyrolite Advertising you have a sure thing. ¶ Pyrolite is cleanly and thoroughly prepared, in grades suitable for every class of domestic and steam trade, of high fuel quality, clinkerless, smokeless and sootless. It lights easily and burns freely with a long, effective flame, and leaves only a very fine white fluffy ash.

PYROLITE COAL is GOOD **COAL**

not only to handle, but to advertise. **First**—because it is always as good as you represent—it satisfies. **Second**—because we help you with the advertising. We show you how and help you do it, and we do this for nothing. Every ton of Pyrolite Coal we help you sell is business for us, you know. **Let us tell you all about our plan to make your business pay.** We will give you something interesting and instructive. Fill out the coupon right now while you think about it, cut it off and mail it to us today.

THOMSON & BURTON CO., 205 La Salle St., CHICAGO

MAIL THIS TO US TODAY

Thomson & Burton Co.,
205 La Salle Street,
Chicago.
Advertising Department,
Gentlemen:

Please send us at once, free, all published numbers of your Retail Trade Builders Series and tell us more about Pyrolite Coal and Pyrolite Advertising. We are merely looking for information, and understand that you don't want us to feel under any obligation to buy anything at all.

Name

Postoffice

State

0561

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

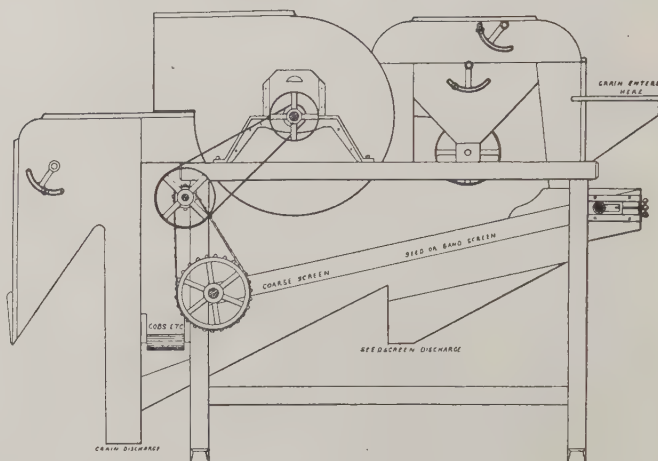
Some of its advantages
over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

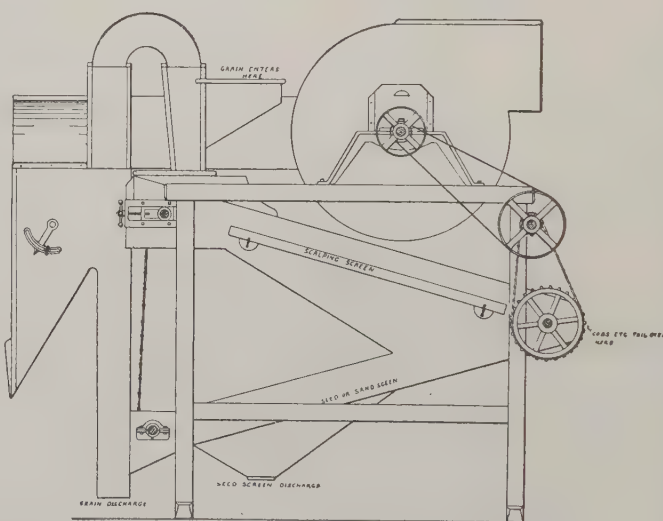
Further particulars upon
request.

Manufactured exclusively by

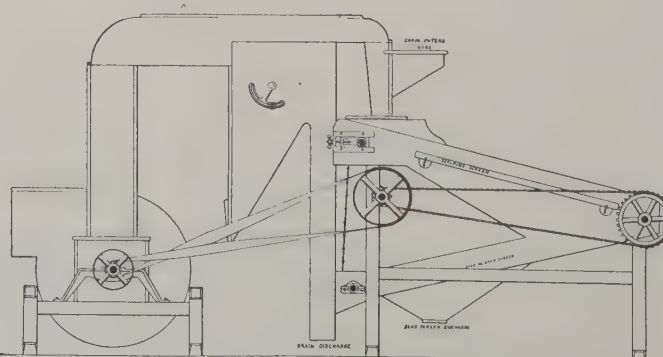
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

15 H. P. ENGINE AND OTTAWA D. sheller in good working order. Cheap. Steven de Vries, Panola, Ill.

ONE 12 FT. CONVEYOR, 9 in. diameter, complete, brand new. Will sell at a bargain. Address W. O. Woods Grain Co., Liberal, Kans.

ONE NO. 5 MONITOR OAT CLIPPER in good condition for sale. Price \$50.00 F. O. B. Van Wert, Ohio. Address F. D. Brandt, Van Wert, Ohio.

25 H. P. GAS ENGINE, French Burr Chopper, cob crusher and elevators for sale. As good as new. J. W. Grumblin, Blairsville, Pa.

BARLEY SEPARATOR FOR SALE. A No. 9 Monitor Huntley barley separator. Capacity 800 bus. per hour. Practically new. Robert Downey & Co., Oswego, N. Y.

BOWSER FEED MILLS. A 10% discount on brand new mills, small sizes only. We have some roller feed mills second hand. Harris Machinery Co., Minneapolis, Minn.

ONE EAR CORN ELEVATOR, good as new. 1 purifier, 2 scouring machines for sale. Write for further information. Louisville Milling & Elevator Co., Louisville, Ohio.

24 INCH MONARCH ATTRITION MILL with drive and belt complete for sale. In good running condition. Will sell at a bargain. Address C. E. D., Box 7, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—One No. 2 Russell saw mill, one Birdsell clover huller, one 55 H. P. Atlas engine, one 70 H. P. Atlas boiler, fire-box pipe. All in good repair. Jas. F. Umpleby, Pana, Ill.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

EUREKA COMBINED CLIPPER and cleaner for sale. No. 28, capacity 200 bu. per hour; only run short time; took out to install larger. Also No. 12 New Holland feed mill. Address Texas-Okla. Grain Co., Box 608, Vernon, Texas.

SECOND HAND MACHINERY—Two Sattley stackers—one 42 inch chute for 60 inch separator, \$125; one 36 inch chute for 44 inch separator, \$100. Both with new webs. One 12 h. p. and one 18 h. p. Starr engine, rebuilt. Two 36 inch feeders. One 16 h. p. Callahan stationary gasoline engine, rebuilt, good condition. Star engine and American separator repairs. Cedar Rapids Machinery & Supply Co., Cedar Rapids, Iowa.

SECOND - HAND FOR SALE. — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

STEAM ENGINES—BOILERS.

1-40 H. P. BOILER, 1-30 H. P. engine and one Mattoon grain cleaner for sale. St. Joseph Grain Co., St. Joseph, Ill.

20 H. P. STEAM ENGINE, 60 h. p. boiler for sale. Will sell separately or together. J. T. Kenny & Co., St. Paul, Minn.

ENGINE AND BOILER for sale. Good ones, big ones, practically new. Will sell together or separately. Write Denison Mill & Grain Co., Denison, Texas.

ENGINE AND BOILER—10 to 12 h. p. steam, separate. Want basement where they are located. \$75.00 will take both where they are. Easy to remove. Frank M. Sharpe, Jr., Monmouth, Ill.

FOR SALE—1-40 H. P. rebuilt Frost Manufacturing Company engine, 1-50 H. P. Fairbanks & Morse boiler, one 16 inch 65 foot smoke stack; all in good repair and guaranteed. For sale very cheap for cash. Will sell each separately. Outfit good enough for any new elevator. F. A. Vant, Talbot, Ind.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes. Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated LEADER INJECTORS and JET PUMPS. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

BELTING WANTED.

OLD LEATHER BELTING WANTED. We buy for cash old leather belting from factories, mills, elevators, etc. Schedule of prices we pay on application. Teu-Bur Improvements Co., 527 N. 2nd St., St. Louis, Mo.

GASOLINE ENGINES.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

50 H. P. GASOLINE ENGINE used a very short time. A magnificent machine at a low price. Harris Machinery Co., Minneapolis, Minn.

18 H. P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

1-6 H. P. FAIRBANKS MORSE gasoline engine \$125. 1-8 H. P. Milwaukee gasoline engine \$160. Milwaukee Machinery Co., Milwaukee, Wis.

ONE 32 H. P. FAIRBANKS-MORSE gasoline engine. A1 condition. Can be seen running at our plant every day. Price for quick sale, \$500. Dazey-Moore Grain Co., Ft. Worth, Texas.

ONE 35 H. P. OLDS GASOLINE ENGINE for sale. Used very little, in perfect order, bought new last June. Makers guarantee as well as ours. For bargain write or call on Mattoon Grain Co., Mattoon, Ill.

FOR EXCHANGE. We offer a 12 H. P. gas or gasoline balanced engine in good condition in exchange for a good corn meal and chop roll, also grain cleaner. Address with full particulars B. Strong Gr. Co., Conway Springs, Kans.

TWO NATURAL GAS FAIRBANKS MORSE ENGINES for sale. One of 28 and the other of 44 h. p. These engines are in first class condition in every respect and from a recent test the 44 h. p. developed 53 h. p. and the 28 developed 28.27 h. p. Address Barker, Brown & Co., Huntington, Ind.

ENGINES FOR SALE.

3 H. P. Backus gas engine.
3 H. P. McMullin Gasoline engine.
15 H. P. Nash gas engine.
16 H. P. Otto gas engine.
50 H. P. Miller gas engine.
50 H. P. Olds gasoline engine.
All the above are in fine condition and were taken in trade by us for electric motors. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

2 H. P. Foos Jr., good condition....\$ 65.00
4 H. P. Olds, good condition..... 90.00
3 H. P. Webster, good condition.... 60.00
3 H. P. Field, used one year..... 95.00
4 H. P. Field, used 60 days..... 105.00
8 H. P. White & Middleton, good as new 200.00
10 H. P. Nichols & Shepard traction engine, perfect condition..... 200.00
12 H. P. Otto gas, good condition.. 200.00
16 H. P. Vertical Marinette 200.00
Allen P. Ely & Co., Omaha, Nebr.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ELEVATORS FOR SALE.

GRAIN ELEVATOR FOR SALE. Capacity 10,000 bushels. Easy pay. Address Lock Box C, Ottawa, Ohio.

ELEVATOR IN SOUTHERN MINN. for sale. Doing a good business. For full particulars address Box 636, Worthington, Minn.

ELEVATORS IN N. DAK., S. DAK. and Minnesota for sale. For full particulars address M. O. R., Box 7, Grain Dealers Journal, Chicago.

NO. DAK. GRAIN ELEVATOR for sale. 45,000 bu. capacity on Soo line. Good town, big territory. A good business. Address Box 15, Harvey, N. Dak.

IND. ELEVATOR 30 M. capacity for sale. Price right. Well located and a good business. Address M. M., Box 7, Grain Dealers Journal, Chicago.

EASTERN IND. OR WESTERN OHIO. Elevator and coal business for sale. No competition. Good opening. For particulars address Box 84, Richmond, Ind.

ELEVATOR IN S. DAK. for sale or trade in best grain and corn section of state. No competition. For further particulars and reason for selling address R. A. N., Box 5, Grain Dealers Journal, Chicago.

FOR SALE—BANTRY, N. DAK. 25,000 bus. capacity cribbed elevator in first class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

TEN ELEVATORS FOR SALE located South eastern-central and Northwestern Minnesota, in good territory. Will take part cash, balance on time if desired. Address Elevator, Box 460, Duluth, Minn.

ELEVATOR, GENERAL STORE AND dwelling for sale. Also two elevators. No competition. One elevator good feed business in connection. All good points. Address J. W., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR I N NORTHWESTERN KANS. Capacity 10,000 bus. On C. R. I. & P. Ry. Fine grain territory, good condition. Price \$4,500. Good reason for selling. Address S. D. Taylor, Dresden, Kans.

ELEVATOR AND COAL YARD SITE for sale at Frankfort, Kans., on the New U. P. Ry. Frankfort ships 250 cars grain and consumes 3,500 tons of coal annually, with only two dealers. Write Fisher & Son, Frankfort, Kans.

SOUTHERN MINNESOTA. Three elevators for sale in So. Minn. on the Chicago-Northwestern road, together with large established coal trade. Capacities from 20,000 to 30,000 bus. each and are in fine condition. Good reasons for selling. Address C. E. M., Box 7, Grain Dealers Journal, Chicago.

KANSAS ELEVATOR FOR SALE. 10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T., Box 2, Grain Dealers Journal, Chicago.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

MILL & ELEVATOR in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

11,000 BU. GRAIN ELEVATOR on the C. R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

ELEVATOR IN N. W. IOWA. Handle in connection, coal, feed, seeds, hay, produce, etc. A good live business and a money maker. If interested address George, Box 5, Grain Dealers Journal, Chicago.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. A new modern elevator of 15,000 bus. capacity on branch of the Rock Island R. R., 40 miles from Omaha, in the best corn county of Iowa. Good trade and a money maker. Address Box 294, Atlantic, Iowa.

60,000 CAPACITY NEW CRIB ELEVATOR for sale. Corn and oats country, in central Illinois. No competition nearer than six miles. Handles 300,000 bus. per year, \$9,500. Address I. O. F., Box 6, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR of 10,000 bu. capacity for sale in a good grain country and a good business town of 1,500. This is the best built elevator in the country and is well equipped to handle all kinds of grain. Price \$4,000. Address L. M. C., Box 6, Grain Dealers Journal, Chicago.

15,000 BU. ELEVATOR AND COAL business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6,500. Address E. C. Brungard, Big Springs, Ohio.

TWO 45 M. BUS. CRIBBED ELEVATORS located in central part of N. Dak. for sale. Elevators are sixteen miles apart in good business towns, doing a good business. Modern machinery, good cleaning facilities. Good reason for selling. Will sell either or both houses. Address H. B. H., Box 5, Grain Dealers Journal, Chicago.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

ELEVATORS FOR SALE.

S.W. MINN. Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

SOUTHWEST MISSOURI. Elevator and 50 to 60 bbl. mill for sale in one of the best towns in S. W. Missouri. Good terms. Postmaster, Sheldon, Mo.

FOR SALE OR WILL EXCHANGE for good land, an elevator doing a good grain, coal and seed business, located in Western Indiana in the heart of the best corn country. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

ORLEANS, HARLAN CO., NEBR. Steam elevator, dwelling and eighteen acres of ground for sale. Elevator is equipped to shell corn and handle all kinds of farm products easily. Address inquiries to Sandford Richards, Orleans, Nebr.

NORTHERN IND. Two good paying elevators in the north part of Ind. for sale. Both doing good business. Will handle 200 to 400 cars annually. Will sell for \$10,000 or will sell separate. Address C. U. N., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE. You can buy a good elevator with two corn cribs in a large farming territory in state of S. Dak. on G. N. road; only two elevators in town. We also do a good business buying hogs and cattle. No competition. Poor health, retiring from business is reason for selling. Address South, Box 1, Grain Dealers Journal.

ELEVATORS WANTED.

ELEVATOR IN CENTRAL ILL. wanted which handles not less than 250,000 bu. annually. Address R. O. H., Box 7, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR NORTH OR WEST OF Lincoln, Nebr., on Burlington R. R. wanted. State fully capacity and price. Address G. D. E., Box 7, Grain Dealers Journal, Chicago.

WANTED TO RENT AN ELEVATOR which handles not less than 75,000 bus. annually. Prefer location in western Dakota or Montana. Address P. O. Christianson, Roseau, Minn.

WANT TO EXCHANGE FOR CEN. ILL. elevator, 640 acres Weebe County, Texas, land, clear, now an undivided interest. Can be divided in October this year. No agents. Address W. B. T., Box 7, Grain Dealers Journal, Chicago.

GOOD ELEVATOR IN OHIO OR Indiana wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

SUN FLOUR MILL FOR SALE. 50 bbl. sun flour mill, manufactured by the Montpelier Cup & Metal Works of Montpelier, Ind. This is a new mill which they installed for me the past year, and I will sell it for 50% of what it cost me. T. Costello, Penn Yann, N. Y.

ELEVATOR BROKERS.

EVERY BUYER who has bought of John A. Rice, Frankfort, Ind., exclusive elevator broker, makes money and stays satisfied. There is a reason.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

GRAIN ELEVATORS FOR SALE. I have a good line of grain elevators located on the different railroads in Nebraska and Northwestern Kansas and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiller, Elevator Broker, Sheldon Block, Lincoln, Nebr.

GOOD LINE GRAIN ELEVATORS IN IND. AND OHIO for sale. Will be glad to quote prices on all or any one of them, together with detailed statements. Also have parties who wish to buy. Am located in the best territory for a grain business in the state of Ind. Write me if you wish to buy or sell. J. D. Chancellor, Broker, Fowler, Ind.

ELEVATORS FOR SALE. Note these special bargains. One that ships 100 cars, big retail, Big Four Ry. nets \$2,500, for \$6,500. One L E & W R R. ships 250,000, nets \$5,000 for \$12,000. One Clover Leaf Ry. ships 100 cars, 30,000 capacity, good order, including good 6-room residence, \$8,500. Above in Central Ind. Plenty of other bargains from \$12,000 to \$40,000 that are right. Date me 3 days ahead. John A. Rice, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

GRAIN AND COAL BUSINESS handling over 100,000 bus. grain and 1,200 tons of coal for sale. Central Iowa. Address G. & C., Box 4, Grain Dealers Journal, Chicago.

LARGE CEREAL COMPANY WANTS practical country miller; \$2,000 investment secures responsible lifetime position with good salary. Address Miller, 606 Palace Bldg., Minneapolis, Minn.

GRAIN, LUMBER AND COAL business for sale. Western Iowa, main line C. & N. W. Competition good, plenty of business and a money maker. Address J. J., Box 4, Grain Dealers Journal, Chicago.

IF YOU CAN KEEP A SET OF BOOKS for a country milling concern and have \$1,500 to invest in the company, you can secure permanent official position with good salary and share of profits. Call or address Opportunity, 606 Palace Bldg., Minneapolis, Minn.

FOR SALE, RENT OR TRADE FOR LAND, general feed, grain, seed and hay business in growing town located in best farm, stock, dairy and mining section of Southwestern Wis. Splendid business, no competition. Elevator with modern equipment. Reason for selling, other business connections. Address W. F. A., Box 7, Grain Dealers Journal, Chicago.

FLOUR AND FEED BUSINESS for sale. Property consists of new electric power feed mill, warehouses, two large sheds for farmers' horses, good eight room dwelling, fine large lot. Located on the principal business street. A splendid opportunity to engage in either milling or lumber business. Can show that this is a paying business proposition. Address A. J. Barber, Boonville, N. Y.

OFFICE SUPPLIES.

FOR SALE one slightly used Felt & Tarrant adding machine as good as new. Write H. M. Hastings, Cooksville, Ill.

SECOND HAND ADDRESSOGRAPH wanted. Give full particulars and lowest price. Address D. I. N., Box 7, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

GRAIN BUYER WANTS situation. Four years' experience. Bond and reference. Married. Address Box 244, Volin, S. Dak.

ELEVATOR MAN wants position in or near Indiana. 10 years experience and had some bookkeeping. Address 817 W. 5th St., Marion, Ind.

EXPERIENCED GRAIN SALESMAN wants position with good house. Willing to prove ability. Thirty and married. Address Dan, Box 7, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR wants position. All around elevator man, 4 years' experience, expert gasoline engineer, good bookkeeper, employed but wishes change. Address Harry, Box 5, Grain Dealers Journal, Chicago.

POSITION WANTED AS BUYER OR manager for some good firm or as solicitor for a commission firm. 12 years experience in the grain business. Am employed but desire to make change. Address Ed., Box 6, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

HELP WANTED.

WANTED—SECOND MAN for small terminal elevator in Minneapolis. Must be hard worker and sober. Fair wages to start and good chance to become superintendent if make good. Brooks Elevator Co., Minneapolis, Minn.

DRAFTSMAN WANTED capable of drawing plans for elevators and also making drafts of machinery by large and responsible manufacturers of grain handling machinery. Address M. P. S., Box 7, Grain Dealers Journal, Chicago.

YOUNG OHIO GRAIN MAN wanted to solicit business from regular shippers of the state and from grain receivers of Eastern markets. One with some newspaper experience preferred. Give full particulars as to age, education and business experience in first letter. Address High Street, Box 7, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

WANTED PARTNER in 200-bbl. flour mill. Address A. M. A., Box 7, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

AUTOMATIC BAGGER & WEIGHER with reverse attachment. Sell at \$20. Josiah Young, Troy, N. Y.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

ONE 1,000 BU. FAIRBANKS HOPPER SCALE with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

BUILDING MATERIAL.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

PATENTS FOR SALE.

PATENTS for sale or lease on royalties on concrete interlocking fire and water proof air draught grain bins. Address D. O. S., Box 7, Grain Dealers' Journal, Chicago.

BAGS FOR SALE.

100,000 SECOND HAND SACKS. All kinds in first class condition. Write for prices. Dan W. Feitel, New Orleans, La.

MISCELLANEOUS.

DUST PROTECTORS \$1.00, made of rubber with automatic valve; slightly used typewriters \$20 up; typewriter covers 50c; fountain pens \$1.00. Jacob G. Meier, Russell, Kans.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

288 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator.....

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State.....

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WE HAVE CLOVER SEED for sale. Write us. Kinsey Bros. No. Manchester, Ind.

CLOVER SEED—Car lots or less from \$6.00 up. Write for samples. C. C. Norton's Sons, Greenfield, Ohio.

CANE, MILLET, KAFFIR CORN and milo maize. Alfalfa a specialty. Write for prices. Fowler Elevator Co., Fowler, Kans.

TWO CARLOADS CLOVER SEED tailings for sale. J. M. King & Son, North Vernon, Ind.

MEDIUM CLOVER SEED for sale. Write for prices and samples. Geo. Keller & Sons, Quincy, Ill.

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BROOM CORN SEED FOR SALE, dwarf and standard; finest that is grown. For prices write Gerlach Merc. Co., Canadian, Texas.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

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ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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WHITE WYANDOTTES, grand utility stock. Splendid layers. Write for circular. Geo. M. Klein, Box 66, Downers Grove, Ill.

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INDIAN RUNNER DUCK CULTURE. Finest illustrated duck book published describes and prices greatest money makers. Tells how to hatch and care for the duck that lays 200 eggs per year. Send 2 cents. Berry's Farm, Clarinda, Iowa.

DARR'S BARRED PLYMOUTH ROCKS are large boned, well barred and extra good layers. Cockerels, eggs and day old chicks. In the ribbons Mpls., January, 1910. Wild mallard decoy eggs, also eggs from high scoring single comb Rhode Island Reds. R. C. Darr, Lakefield, Minn.

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Bromus inermis

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WE BUY PURE SOFT WINTER WHEAT**CHOICE WHITE CORN** (either ear or shelled)

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ALFALFA HAY AND SEED for sale. Write Nebraska-Colorado Co., Kearney, Nebr.

HAY WANTED.

WANTED CONSIGNMENTS of timothy hay. H. Jahns Jr. Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

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CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

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WANTED CONSIGNMENTS of oats and barley. H. Jahns Jr. Co., Milwaukee, Wis.

WANTED SHIPPERS OF GRAIN, hay, flour and mill feeds to quote prices to W. R. Bryan & Co., Brokers, Nashville, Tenn.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

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FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Dratt; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190..." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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255 La Salle Street, Chicago, Illinois

250,000 Gallons

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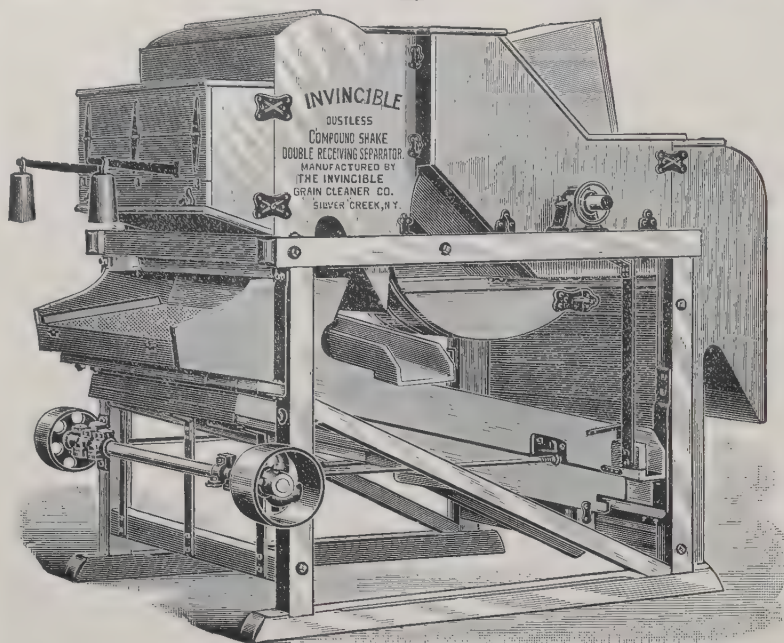
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It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

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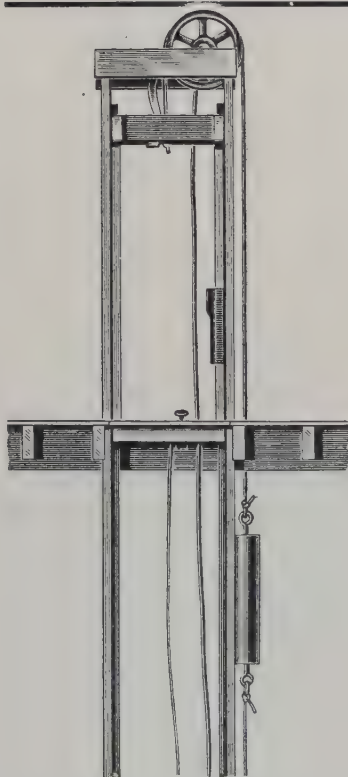
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Requires no power.

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Saves time, money, worry and work.

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Published on the
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by the
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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., APRIL 10, 1910.

CLEANING grain will always prove a profitable work where grain is to be shipped to a Central Market and be graded by an official inspector.

CARS seen leaking grain in transit should be reported to our readers thru our "Leaking in Transit" department. Help your brother shippers as you would like to be helped.

PATRONS of our "For Sale and Want" columns will now be able to get more words into a line, as we have changed the type in which that department is set, but we will not advance the price per line.

THE LONG winter and extremely cold weather, resulted in scale foundations and earth surrounding them being undermined by Jack Frost and the spring thaws have developed the necessity of much careful adjusting and the replacing of scale timbers.

SEED CORN tests especially in Iowa and Nebraska have aroused the interests of nearly everyone, so that few farmers will not learn of the danger, and test their seeds before planting. The few who have not already heard of the low vitality of last year's corn will soon be advised by the grain dealers and induced to select good seed before planting.

MARYLAND is the latest State to take steps toward driving out the bucket-shops and its state legislature is now going after them in earnest with a bill providing for a \$5,000 fine and five years in the penitentiary. That will surely keep the sharpers out of that State.

THE CHINCH BUGS in Kansas and Army Cut Worms in Montana have come to the support of the bulls and no doubt that part of the winter wheat crop which was not winter killed will soon be destroyed by the crop experts who can count the bugs from the car windows.

CORN TESTS in different parts of the corn belt proved that much of the grain set aside for seed would not germinate; hence, had it been used, farmers would have wasted both their time and the seed. Those who took the precaution to test their seed can now depend upon having a good stand.

SHIPPERS who have suffered untold losses as the result of delay in grain in transit during the past winter should make claim against the offending carrier for every cent lost, and take particular pains to support claims of this character with complete proofs of carrier's fault and the loss sustained.

RATS have made so much trouble and so many losses for those who store grain in different parts of the country that the earnest campaign for their extermination now being waged must gain force as it continues. The property sacrificed to rodents each year is said to amount to more than the revenue of the National Government.

OUR news columns tell of two different men who recently fell into grain bins. One lost his life, the other was badly crippled. So many lives are sacrificed in grain bins it would seem to warrant hanging a long wire cable in every bin, so that those who are so unfortunate as to fall in will not be sucked into the smothering grain.

NEBRASKA dealers are coming back into association work and a number of those south of the Platte River have recently joined the Kansas Ass'n. If grain dealers will get together occasionally and talk over their business as men in other lines of trade do, not only will they know their business better, but they will be able to serve their patrons to better advantage.

KANSAS CITY has subscribed over a million dollars to provide boats to ply between that city and St. Louis in the hope of reducing freight rates. While the promoters of this scheme will have the full sympathy of and some support from the shippers of the land, still it seems doubtful whether the Missouri river will be able to move enough freight to have any influence with rail rates.

DISCOUNTS for off-grade grain are always heavier and more unsatisfactory on a declining market. Shippers can protect themselves against extortion by refusing to have shipments applied on contract at any discount unless the discount receives their approval. Selling grain on track has resulted in much unlooked for trouble, and it is natural that many shippers should refuse to sell grain until it arrives in a central market.

SOME of the railroads have voluntarily increased the wages of their employees, or at least announced that they would do so, and are now telling the shipping public of proposed advances in freight rates, in order to get money with which to pay the increased wages. Through all the poor times and idle cars, the railroads continued to pay their interest and dividends, and persistently have ignored all demands for the cancellation of their watered stock.

VERBAL CONTRACTS continue to make trouble for both buyers and sellers and always will unless quickly confirmed in writing. The laws of some states will not recognize such contracts unless some earnest money is paid at the time or else it is afterwards agreed to in writing by both parties. Careful buyers very wisely refuse to book a verbal contract unless it is confirmed in writing within 24 hours. This relieves them of all uneasiness on a rising market.

THE administration's railroad rate bill has met with much opposition and many amendments in both houses of Congress, so that no legislation may be obtained. The grain trade is suffering severely from the enforcement of provisions of the present law and will continue to suffer unless some amendments pending are pushed through both houses. Every shipper owes it to his business to point out the many injustices perpetrated in the name of the present law. Relief is greatly needed, but cannot be expected unless the sufferers fight for it.

ALTHO the Government has brot a number of cases against millers who bleached flour and attempted to scarce others from marketing bleached flour, its efforts have come to naught. Through its actions some millers have been caused much inconvenience and expense, but in no case has it obtained a conviction, altho Secy. Wilson persists in claiming that bleached flour is an adulterated food product, a view in which he holds a monopoly. No doubt he will attempt to make as much trouble for the grain dealers who bleach oats, altho his efforts along this line have been confined to threats. While there is little prospect of the Government eventually winning out in its claim that bleached grain, flour or fruits are adulterated, it will no doubt continue to make trouble until those affected rise up in vigorous protest.

100-POUND dockage for future shrinkage in handling which was outlawed by the Missouri State Legislature will be discontinued in Missouri as the State Supreme Court has upheld the law on the grounds that to annul it would permit elevator operators in Missouri terminals to take the property of shippers without due process of law and without compensation. Shippers who have kept account of sales showing such deductions made by Kansas City buyers since the law went into effect can now secure payment for the amount of grain deducted.

EVEN the New York Stock Exchange is making some reforms in its rules and methods of doing business, but the Cotton Exchange holds out against the country's demand for reform with a stoicism that merits even a more stringent anti-option bill than the one now pending in the lower house of Congress. Rules and practices in vogue on the Cotton Exchange are responsible for many of the protests against option trading and so long as abuses are tolerated, petitions for laws prohibiting all option trading must be expected. The ignorant who get caught in the technicalities of the Cotton market cannot distinguish between the good and the bad.

LARGE CARS whose marked capacity is based upon the carrying capacity of trucks continue to make trouble for grain shippers because it is an utter impossibility to load all of these cars with grain to the minimum marked capacity. Kansas shippers have taken this matter up with the Railroad Commission which has rendered a very reasonable decision to the effect that cars loaded to their physical capacity should be given the car load rate. Railroads in other sections of the country have voluntarily published an amendment to their regulations containing such a provision. Few if any freight traffic managers will attempt to uphold any regulation which seeks to force the impossible.

THE FANNING mill and grader is proving a valuable aid in the selection and preparation of seed for the small grains. Tests in nearly every state and in Canada show a remarkable increase in the yield obtained from large plump grains over that obtained under the same conditions from small plump grains. The farmer can sell the small and medium sized grains for just as much money as the large, but by using the large for seed, he supplies much needed nourishment for each plant and assists it to survive unfavorable conditions and to insure a large strong plant which will result in a greater yield and a larger crop. Small grain can be easily graded through the use of the fanning mill and many grain buyers are cleaning farmers' seed free simply to encourage the growing of more and better grain.

SOME CARRIERS continue to insist that no inspection of grain billed shippers' order shall be permitted in any market unless written permission to do so be given carrier either upon B/L or by special letter. Naturally this continues to cause some trouble and delay, sometimes quite expensive to shipper. Both can be avoided by writing permission to inspect or sending a special letter to that effect.

A NEW anti-option bill has been introduced by the Chairman of the Agricultural Committee of the House which is said to be aimed at the cotton exchanges and bucket-shops where trades are made without any intent of delivering or receiving the commodity dealt in. The bill makes it unlawful for any person to send a message or enter into a contract for the purchase or sale of cotton for future delivery without fully intending to complete the contract. It could well be made to apply to all commodities without in any way interfering with the legitimate grain exchanges.

GASOLINE ENGINES are occasionally credited by country newspapers with exploding and causing fires which lead to the destruction of country elevators, but every time we have investigated one of these reports we find that the gasoline engine is still intact, but that gasoline which was handled carelessly did explode. This was the case at Colby, O., where, on the first of this month, Gardner's elevator was burned as a direct result of the careless handling of gasoline in priming the engine. Some of it was spilled and ignited, with the result that the can of gasoline was set on fire and the property burned. Keeping any gasoline in the engine room or office is sure to breed carelessness and disaster. The entire supply should be kept outside of buildings and some distance from the plant.

AGRICULTURISTS everywhere are coming to recognize that greater discrimination must be exercised in the selection of seed if good grain crops are to be harvested. Kansas grain dealers and millers are now raising \$5,000 to assist the State Agricultural College in promoting the cause of improved seed wheat for that state. Even Rhode Island has begun to prepare for corn contests and \$5,000 has already been subscribed for prizes. Kentucky has two improved seed corn associations. Iowa has been crossed in many directions by seed corn specials well equipped with lecturers from the Agricultural College and in Missouri we find the Frisco Railroad encouraging country corn shows for next fall by now advertising such contests and offering many scholarships to the State Agricultural College as prizes. The work seems only to have begun, but much good has already been accomplished, and if the agitation is continued the favored sections will be blest with larger and more certain crops of better grain.

FREE Canadian wheat continues to gain many friends among the milling fraternity and the grain dealers of the Northwest, who are anxious to handle choice Manitoba Hard. While the new arrangement for milling wheat in bond will no doubt encourage millers to grind this wheat for export, it would seem possible to admit it for home consumption to the profit of our bread eaters as well as our millers.

THE LEAK in the cotton crop reports of the Federal Government which resulted in the arrest of several officials of the Agricultural Department and some New York speculators five years ago has been called to mind by the recent arrest of Moses A. Hass and Frederick A. Peckham of New York. It is gratifying to note in passing that since that famous scandal five years ago the Department has been free from the charge of crop report leaks.

OUR EXPORT grain trade, according to James J. Hill, cannot last many years more because of the rapid decrease in production and the increase in immigration, which will turn the United States into an importing country, deprive our railroads of this traffic and close our seaport elevators. The many reports of grain still in farmers' hands and in country elevators published in this number would seem to indicate that if an average crop is raised this year at least the surplus corn, wheat and oats carried over from 1909 must be exported if prices anywhere near those ruling the past six months are to prevail. Reports from many sections are to the effect that farmers hold considerable grain of different kinds and reports from insurance companies show that country elevator men are still carrying much grain in store.

FORTY-THREE fires are noticed in this number of the Journal, many others were noticed in the March numbers. The continued dry weather makes elevators with shingle roofs, open windows and dirty surroundings, an easy prey to the locomotive spark. True all of the fires recently reported have not been credited to locomotive sparks, but many of them have been traced directly to this cause. One of the losses reported is charged to defective wiring. Another to leakage of gasoline from supply tank, and a hot hearing in the boot is said to have caused one loss. The destruction of an Indiana elevator because the fire was communicated to it through spout to cob house, must emphasize the necessity of providing such spouts with swinging valves. Shingles are not suitable for elevator roofs at any time and they can always be depended on to greatly increase the number of fires during dry seasons. Were all elevators covered with fireproof material the number of fires and the cost of insurance would be greatly reduced.

RATES quoted in error or even if they be intentionally quoted wrong cannot be enforced unless the rate is in accordance with the schedule filed with the Interstate Commerce Commission at Washington. Freight solicitors and others eager for business must be expected to quote wrong rates if by so doing they can secure the business. Knowing full well that their road must collect the legal rate, it makes no difference in their pay envelope what rate they quote. The present law regarding this encourages misrepresentation and fraud and should be changed so as to make railway companies and their agents guilty of quoting wrong rates amenable to law. They should be required to pay to the Government double the amount of the error and be liable also to imprisonment.

THE EAGERNESS of the Federal authorities to find fault with grain shippers suspected of misbranding or adulterating grain leads the officials entrusted with the enforcement of the pure food laws into many ridiculous blunders. Last week a U. S. Marshal confiscated 835 sacks of oats at New Orleans because they contained some wheat and barley, but not enough to prevent shipment being graded No. 3 in St. Louis. Inasmuch as they were sold on St. Louis inspection and graded by the St. Louis official inspectors, there was no deception, no fraud and no excuse whatever for the Federal Government interfering. If the grain is not graded according to the rules then the Government should prosecute the State Officials for mis-grading. Confiscation of grain which is satisfactory to both buyer and seller is not justified even tho the shipment does contain some grain not specified in the Bill of Lading or certificate of inspection. The Federal authorities are making themselves ludicrous in their straining at technicalities when so many opportunities are afforded for correction of real abuses.

BUCKET SHOPS are finding it more and more difficult to survive in spite of those entrusted with the enforcement of the law. Even the Department of Justice of the Federal Government has finally undertaken the work of driving these sharpers out of business. Acting under Section 5440 of the Revised Statutes, which makes the keeping of a bucket-shop in the District of Columbia unlawful, the Attorney General secured indictment of 29 men connected with three bucket-shop firms having offices in the District. Many arrests have been made, the men being charged with having entered into a conspiracy to defraud persons of their money. Bucket-shops at many other points since the latest prosecution was begun have closed their doors and henceforth only those who have nothing to venture will dare to engage in this line of swindling. The closing of the bucket-shops no doubt will soon result in closing the Philadelphia Consolidated Exchange and the Open Board of Trade, where deliveries of grain or stock is never promised or contemplated.

MANY DEALERS are loaning seed to farmers this year, and most of them are very wisely taking the precaution of having the farmer place his agreement in writing; then only is the elevator man sure to receive return of seed furnished.

BUYERS of grain would avoid trouble and prevent disputes if they would buy bushels or specify the size of the carload desired. A carload of grain today is an indefinite amount and is very likely to shrink if the market goes up or swell if the market goes down before it is loaded. It is but natural that shippers should consult their own interest in loading, and the loose limitations of many buyers' bids encourages shippers to do so.

TIMBERS suitable for 22-foot wagon scale are now so expensive and so difficult to obtain that few grain elevator men install the long wagon scales, which were so popular in years gone by. Experience today has convinced many close observers that the 14-foot wagon scale is much better, even tho it can be installed for \$150.00 less than the 22-foot scale. The variation in the weight of a wagon and the horses, between the times of obtaining gross and tare weights, especially in very hot or stormy weather, is far greater in the long scale than in the short. Even on a windy day the variation is greater on the long scale than on the short, because of the greater exposure to gusts which may come that way when the buyer is trying to determine the weight. If farmers cannot resist the temptation to rein their horses on the tongue of the wagon during the weighing, then grain buyers should insist on traces being disconnected and horses kept free of tongue.

SKIMMING RETURNS.

It is not often that a grain commission merchant is guilty of reporting sales to shippers at a price lower than that actually received. Occasionally, however, cases of this character do come to light, but seldom is the merited punishment given the culprit. No market which temporizes with offenders of this character can hope to attract a large line of shipments.

Some markets take the precaution of requiring their commission merchants to record in a sales book (owned and controlled by the exchange and open to the inspection of all members) the price at which each consignment of grain is sold. This practice has proved in the case of Cincinnati, a most excellent protection for the market, as it facilitates detection of skimming returns to shippers. Each member of every exchange is anxious to keep his market above suspicion and properly so, but whenever dishonesty is found it should be discouraged by such severe punishment as will prove a perpetual warning to others attempting to do likewise. If dishonesty and fraud are ever to be blotted out, then every offender known to be guilty must be publicly punished.

Some exchanges have rules requiring expulsion of every member guilty of reporting sales or purchases at a price other than the one at which sale or purchase was consummated. The time will come when this arrangement will be provided by the rules of all exchanges, and enforced.

LAST YEAR'S oats were so badly stained it is quite difficult to bleach them sufficiently to satisfy the eastern trade. Naturally this has set the grain and machinery man to thinking, with the result that several new bleachers will soon be placed on the market. Quantity and quality of work seem to be the end sought. Bleachers which will not give results without passing oats thru the tower three, four or five times are almost too expensive for present day needs. Durability of bleacher is also one of the very essential qualifications, so material which will not corrode or rust out is being used more extensively.

Looking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

N. P. 41455 passed thru Medina, N. D., Apr. 5 leaking wheat at grain door; car door open.—H. F. Glade, agt. Powers Eltr. Co.

I & G N 2423 went east thru Hector, Minn., Apr. 2 leaking barley badly between sheathing and sill on side, and under car between floor and side sill.—Agent Victoria Elevator Co.

L. & N. No. 5738 on siding at Britt, Ia., Mar. 28; one side door gone; grain door sprung and leaking corn badly underneath. Looked like it had been repaired and patch torn off. No seal on opposite side door.—C. E. Buzick.

Southern 35646 which we reported in the last issue as passing thru Raymond, Ind., on the C. C. & L. Mar. 24, leaking at right side of car, we believe contained barley instead of wheat. Train was running past our eltr., and upon examination we found more barley than wheat.—Stafford & Murray, Oxford, O.

B. & O. 86706 loaded with wheat going south on train No. 24, at Howe, Tex., Mar. 22, leaking at door.—J. A. Hughes, mgr. Howe Grn. & Merc. Co.

C. & N. W., 38480, passed thru Boyd, March 20, leaking wheat at side door post.—A. L. Johnson, Agt. Eagle Roller Mfg. Co.

C. B. & Q. 25168, east bound, was set out Mar. 20 at Charter Oak, Ia., leaking corn badly; think one of the beams that hold the draw bar was broken; could not get at it to fix it.—Wm. Mair & Co.

A. T. 31349, loaded with wheat, north bound, passed thru Howe, Tex., Mar. 15, leaking wheat at one side.—Howe Grn. & Merc. Co., by J. A. Hughes, mgr.

A Car of Barley had been leaking at drawbar some time during the night of Mar. 15. All trains stop here for water. I can give you no number nor initial; I only saw the grain in center of the track. Loss must be large.—H. Schultz, Parkersburg, Ia.

G. N. 46072 was set out at Campbell, Minn., (on the Aberdeen branch of the G. N.) Mar. 14, leaking badly; side of car sprung out from floor; was repaired here.—M. C. Green, mgr. Osborne McMillan Eltr. Co.

C. & N. W. 6552, loaded with V. C. wheat, was struck in yards at Clark, S. D., Mar. 12, causing bad leak at end.—Clark Co. Farmers Eltr. Co., by C. E. Richmond, mgr.

Wisc. Cent. 14660 passed thru Whittemore, Ia., on C. M. & St. P., Mar. 12, leaking wheat below the door—boards loose.—A. R. Hendrickson, agt. Reliance Eltr. Co.

O. S. L. 8123, under seal from Hill City, Kan., passed thru Culver, Kan., Mar. 9, leaking badly at door; conductor stuffed rags into hole but was unable to do much with it.—Jno. E. Hughes, mgr. Culver Grn. & L. S. Ass'n.

G. T. 10103 was on side track at Worthing, S. D., about 2 weeks; seal on one side broken; leaking all around bottom of car where boards were bulged off.—W. W. Thorpe.

C. P. & St. L. 20554 passed thru Odell, Ill., Mar. 9, leaking at grain door.—L. G. Vincent.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

FORM WANTED FOR SEED OATS CONTRACT?

Grain Dealers Journal: I would like to learn from brother dealers what form they are using as a note when putting out seed oats to the farmer, this note to act as a lien on the coming crop.—E. W. Moore.

WHAT IS BEST KIND OF DRIER?

Grain Dealers Journal: I would like to have some of the readers of the Grain Dealers Journal tell me what is the best kind of a drier for a country elevator. Do these driers dry with hot or cold air?—H. H. Palmer, Hillsdale, Ill.

RECORD OF SACKS INTO AND OUT OF WAREHOUSE.

Grain Dealers Journal: Will some brother dealer please inform us thru Asked and Answered column how he keeps a record of feed and flour handled. For instance a car is received containing 600 sacks of flour, 100 sacks chopped feed and 50 sacks of corn meal; and at the end of each day it is desired to know at a glance by looking at a book how many sacks of each kind of stuff there are on hand in the warehouse, after having sold different kinds of stuff during the day. If any dealer has a form suitable for keeping track of stock and sales we would like to see it in the Journal.—L. B. Spracher & Co.

KILLING THE BEAN WEEVIL.

Grain Dealers Journal: In answer to B. & S. who made inquiry in this column Feb. 25 regarding the use of heat in killing the bean weevil, would say that the most reliable information is obtainable from "A Manual of Injurious Insects," compiled by Eleanor A. Ormerod, an eminent entomologist, who says:

"Dipping the beans or peas in boiling water for one minute is stated to kill the grub inside without hurting the seed, but as dipping for four minutes generally destroyed the germinating power the experiment is much too hazardous for general use as regards seed, tho it might be acted on with advantage with regard to beans or peas about to be ground."

If it is the desire to use the beans for seed after they have been treated for weevil grub would suggest that they be treated weekly with bisulphide of carbon for five or six weeks. The vapor from the carbon will do no damage whatever to the germ of the bean but it will kill the weevils as rapidly as they are hatched out and thus prevent their depositing other eggs in the beans.

Hydrocyanic acid gas has also been employed quite successfully, altho its use is accompanied with great danger.

If heat were used alone in the killing of the insects and the grub a temperature would be needed which we think would result in the crumbling of the beans should they be handled thereafter.—Editor.

POWER REQUIRED TO OPERATE ELEVATOR?

Grain Dealers Journal: We are figuring on installing a gasoline engine in our elevator and would like to have the opinion of Journal readers as to the size of engine required to successfully handle two stands of elevators 60 ft. long, corn sheller, combined corn and wheat cleaner, and a small chain drag, possibly 15 ft. long; wheat capacity to be 500 bus. per hour and corn capacity 250 to 300 bus. per hour; corn machinery not to be operated at the same time as wheat machinery—Uhl-Snyder Mfg. Co., Connersville, Ind.

HOW MANY BUSHELS IN A CONTRACT CAR?

Grain Dealers Journal: In the Journal of Mar. 25 I note that I. W. Davis of Mannington, W. Va., asks what governs the amount of grain the shipper may apply on a contract for oats where the confirmation reads "1,500 bus."

Shippers are entitled to ship 1,500 bus. on this contract, but without the buyer's consent they can not ship a minimum car without paying the difference. If confirmation was made "one car of oats," according to all established rules this would also be 1,500 bus. If sold "one capacity car" it would give the shipper the right to ship any amount.—W. W. Walton, Pres. Central Commission Co., Topeka, Kan.

BUSHELS IN A CARLOAD.

Grain Dealers Journal: In reply to the query of J. W. Davis in Journal for Mar. 25th, will say that if he bot grain in a Central Market having rules governing the amount of grain which shall constitute a carload, when no amount is specified, the rules of that market would apply to his contract. If he has purchased car from an interior shipper and failed to specify number of bushels he would be duty bound to accept the car delivered, regardless of whether the market went up or down. The interior shipper is generally governed by the car given him by the railroad company. The rules of the Grain Dealers National Assn. provide that "a carload shall consist of bushels as follows: Wheat, shelled corn, rye, barley, 1,000; ear corn, 700; oats, 1,500." If buyers and sellers would make their contracts subject to the rules of the "G.D.N.A." many differences would be settled without friction or dispute.—A. J. C.

JOURNAL ADVERTISERS SHOULD SIGN NAMES.

Grain Dealers Journal: I notice advertisements in your "Elevators For Sale" columns are signed "John, Box 4 Grain Dealers Journal" and "C.V.P., Box 6 Grain Dealers Journal." Why is it that your advertisers are afraid to sign their own names? I believe if a man is in earnest about selling his elevator he will sign his name and give the postoffice address so that we can write him direct. Surely he would make a much quicker sale. Prospective buyers would get the desired information quicker and not waste their time replying to advertisements of elevators located in territory which would not interest them.—E. J. Matteson, St. Peter, Minn.

Ans.—We simply sell the space to advertisers. We have no say as to their copy. Would-be buyers would no doubt learn of many other properties which could be purchased at reasonable prices

if they would make known their desire to buy in our "Elevators Wanted" column. Then they would get the information directly, quickly and often would learn of choice properties which have not been previously offered for sale.—Editor.

WHAT IS THE BEST FEED MILL?

Grain Dealers Journal: Which is the best French burr feed mill and by whom is it made? Which is the best attrition mill? We are going to buy a new mill and our choice lies between these two. We want a mill with a capacity of one ton per hour.—E. F. Burns & Co., Stanley, Wis.

A GOOD RAT EXTERMINATOR.

Grain Dealers Journal: On page 335 of the Journal for Mar. 10 we note an inquiry by a reader for a good rat exterminator.

We have had wonderful success by the use of Rat Corn, a preparation manufactured in Philadelphia. This preparation when eaten by rats mummifies them or turns them to stone, thus doing away with any objectionable features in the killing of rats. As we are a particularly attractive proposition for rats we were very glad to find so effective a cure.

We have found by mixing a little Rat Corn with ½ ounce of hamburger steak and wrapping it in paraffined paper, and placing these parcels around, the rats will steal the little packages and take them to their nests and eat them.—J. Bolgiano & Son, Baltimore, Md.

Exports of Breadstuffs.

Our exports of breadstuffs during the eight months prior to March 1 included 38,325,745 bus. wheat, 22,602,469 bus. corn, 824,480 bus. oats, 201,651 bus. rye, 4,074,400 bus. barley and 6,857,844 bbls. of wheat flour compared with 60,407,570 bus. wheat, 24,032,512 bus. corn, 1,322,187 bus. oats, 1,169,455 bus. rye, 5,951,754 bus. barley and 8,018,963 bbls. wheat flour exported during the eight months prior to March 1, 1909. The total value of all breadstuffs exported during the eight months ended March 1 was \$98,853,404 against \$122,299,477 during the corresponding period prior to March 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

A recent experiment has proven that seeds will germinate after being exposed to freezing weather. Oats, corn, fennel, and some flower seeds were exposed 118 days to a temperature of 40 deg. Fahrenheit below zero. Afterwards, when removed to suitable surroundings, practically all of the seed germinated. The theory is, that while resting, the principle of life remains in a state of inaction; apparently sleeping; and when brot into contact with the required temperature and moisture conditions, will re-act and germinate.

The deadlock between the rice planters and the millers in the southeast is creating havoc in that market. The farmers, it is estimated, are carrying 2,500,000 sacks of rough rice, which the millers refuse to buy. Cuba or Porto Rico usually prove a good outlet, but are holding off for materially lower prices. It has been suggested that the farmers could alleviate conditions by feeding the low grade, which has 12% more nutriment than corn or oats, and the higher grades would eventually adjust themselves.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Blandinsville, Ill., Apr. 7.—Will have more wheat than last year, tho 10% was winter killed.—F. E. Sharpe.

Augusta, Ill., Apr. 4.—Wheat badly killed, will have half crop. Large acreage of oats is being sown.—Lohr & Lummis.

Bushnell, Ill., Apr. 7.—Wheat was badly hurt but is coming out fair. May stool out and make an average crop. Larger acreage of wheat; same acreage of oats.—Elmer Ford, buyer for S. A. Hendee.

Assumption, Ill., Apr. 2.—Wheat is coming up nicely and prospects are good, but we need rain. Old oats all shipped out. No corn moving at present, farmers are holding for 60c.—Assumption Grain Co.

Bushnell, Ill., Apr. 7.—Never saw oats go into ground finer. More acres of wheat sown; looks like 75% of crop; hard wheat in good shape. Wheat that looked dead 2 months ago, now looks pretty good.—J. C. Turner, buyer for Geo. W. Cole.

Florence Station, Ill., Apr. 5.—Season is 30 days ahead of time; ground in the best of condition and if season continues as started we will have a bumper crop of all kinds of grain and grasses. Farmers all thru seeding, sowed 10% more oats this spring than last, coming up nicely. A much needed rain this morning. About 60% of last year's corn crop is back in farmers' hands. They are holding for more money.—A. W. Walls.

Pontiac, Ill., Apr. 4.—Reports from 538 stations in 53 counties north of the Vandallia R. R., St. Louis to Terre Haute, excluding the counties of Cook, Du Page and Lake, give the percentages of the corn and oats crops of 1909 remaining to be shipped Apr. 1: corn, 34.97%, equivalent to 129,308,000 bus.; oats 19.83%, 31,542,000 bus. Increase in the wheat acreage is about sufficient to offset winter-killing. With favorable weather conditions, indications promise an average crop. A full acreage of oats, practically all in, is in good condition with many fields showing excellent germination. Heavy showers yesterday and last night with warm south winds make spring crop condition nearly perfect.—S. W. Strong, sec'y Ill. Grain Dealers Ass'n.

INDIANA.

Upland, Ind.—Wheat is a little spotted but far ahead of previous years; large acreage and none to be plowed up. Oats now coming up were put in better than for a number of years and farmers are selling freely at present prices.—W. W. Pearson.

IOWA.

Matlock, Ia., Apr. 5.—Small grain is about all sown and the weather has been fine while getting it in.—Agt. Edmunds-Londergan Co.

Iowa Falls, Ia., Apr. 4.—About ¾ of the seeding of small grain has been done around here and some farmers are all thru. If present weather remains corn planting will start soon. Considerable corn is back in farmers' hands.—Frank Kamberling, agt. Farmers Eltr. Co.

Ackley, Ia., Apr. 4.—Seeding of small grain is all done. Corn planting will begin about the 15th if weather stays so favorable. This year the season is advanced 5 to 6 weeks. About 40% of oats and corn back in farmers' hands; some have not hauled in any yet, holding for higher prices. We are buying our seed corn from Sioux City. A month ago we got some about 98% good, but a week ago we got some only about 60% good, which farmers are returning, so we will have to return.—August Wille, agt. J. C. Lusch & Co.

KANSAS.

La Crosse, Kan., Mar. 30.—Last year's crop all marketed; this year's prospect good.—La Crosse Lbr. & Grain Co.

Anthony, Kan., April 1.—Wheat crop needs rain. Acreage is 25% larger than last year.—E. B. Leslie, mgr. Anthony Elevator Co.

Dorrance, Kan., Apr. 6.—With favorable weather from now until wheat is in the stack we will not have 50% of a full crop in this locality, tho we are in some of the best wheat territory in the state.—Sec'y Cooper, Farmers Eltr. Co.

Liberal, Kan., Mar. 24.—Growing wheat seems to defy the wind and dust storms.—H. M. Howard, agt., Liberal Eltr. Co.

Liberal, Kan., Mar. 24.—Wheat looking fine, acreage is 4 times as large as last year, all of the wheat is in.—Bowlin, Hall Lbr. Co.

Harper, Kan., April 1.—Wheat fair; acreage is 10% larger than last year. Considerable corn in farmers' hands.—Harper Mill Elev. Co.

Everest, Kan., Apr. 4.—Dry and very warm for this season of the year. Ground getting warm and ready for corn planting.—G. A. Jones.

Kiowa, Kan., Mar. 31.—Wheat fine, prospects better than last; acreage 15% larger. Practically no wheat in farmers' hands.—Nichols & Son.

Kiowa, Kan.—Prospect for an average crop of wheat is very favorable; acreage has increased 25% over last year.—C. R. Dixon, agt., Kramer Mlg. Co.

Liberal, Kan., Mar. 24.—Wheat was never better; condition is 100%; acreage is 8 times larger than last year; almost all of the wheat is in.—W. O. Woods Grain Co.

Anthony, Kan., April 1.—Wheat in good condition, winds have damaged it some recently. Acreage is 15% larger than last year.—W. N. Miller, W. W. Miller & Sons.

Haven, Kan., Apr. 4.—Wheat is in poor condition, needs rain; fully 50% is dead, but with favorable weather we will have a fair crop.—J. L. Carr, agt., Pacific Elev. Co.

Andale, Kan., Apr. 4.—About 50% of the wheat is damaged; acreage considerably larger. Oats coming fine; farmers busy listing corn.—L. A. Hecht, mgr., Farmers Elev. Co.

Anthony, Kan., April 1.—Wheat is looking sick and needs rain. High winds have damaged it some and if we do not get rain within ten days 30% will die.—S. P. Kramer, Kramer Mlg. Co.

Plains, Kan., Mar. 24.—Growing wheat is in good condition; about 7% killed and 8% damaged; acreage is 7% larger than last year. All the wheat is now in.—S. D. Elliott, mgr., Collingwood Bros.

Plains, Kan., Mar. 24.—Growing wheat is in fine condition, about 10% damaged. Acreage is 15% larger than last year. Practically all the wheat is in.—E. J. Henning, mgr., Wilson Land & Grain Co.

Andale, Kan., April 4.—Fully 60% of the wheat is killed here and farmers are now plowing it up and sowing oats and corn, giving us an unusually large acreage this year.—John Koppers, agt., Pacific Elev. Co.

Mt. Hope, Kan., Apr. 4.—Wheat looking sick, 60% dead; acreage the same as last year. Oats are up and in fine condition but need rain. About 50% of the corn still in farmers' hands.—B. W. Parker, agt., Howard Mills Co.

Meade, Kan., Mar. 24.—Growing wheat is looking fine, not over 5% damaged. We will have a good crop; acreage is about 33% larger than last year; all of the wheat is in. We need rain.—J. R. Reynolds, Meade Grn. & Seed Co.

Arlington, Kan., Mar. 20.—Our wheat is damaged 50%; 10% less wheat sown than last year. Practically all the wheat is in and 25% of the corn crop back, good prospects for big acreage of corn.—W. S. Gundt, mgr., Arlington Elev. Co.

Mt. Hope, Kan., Apr. 4.—About 75% of the wheat killed. Farmers have begun plowing it up and listing corn and oats instead, making a large acreage of those; 50% of the corn still in farmers' hands.—A. F. Bennett, mgr., Farmers Eltr. Co.

Haven, Kan., Apr. 4.—About 75% of the wheat killed, acreage is 75% compared with last year. About 10% of the wheat and 50% of the corn in farmers' hands. Large acreage of oats out and in good condition. Farmers are now listing their corn.—C. W. Astle, mgr., The Farmers Grain Co.

Harper, Kan., April 1.—Growing wheat is looking fairly well considering the amount of rain we've had; if we have the needed rain we will have some wheat; acreage 10% more than last year but 15% of the wheat out was plowed up and put into oats or corn. There is good acreage of oats out.—J. R. Williamson & Co.

Haven, Kan., Apr. 4.—Wheat needs rain. If it don't come soon the damage will be extensive, but with favorable weather we will have a fair crop. Same acreage as last year. Oats up and in good condition; considerable more this year because farmers plowed up their wheat and putting in oats.—E. R. Van Buren, sec'y-treas., Haven Milling Co.

Andale, Kan., Apr. 4.—Wheat looking very poor, we will have about 40% of an average crop. Farmers plowing up their dead wheat and putting it into corn and oats. Prospects for oats are fine; acreage is 3 to 1 compared with last year. Large acreage of corn will be put out this year.—Grant Knepple, mgr., Otto Weiss Alfalfa Stock Food Co.

KENTUCKY.

Louisville, Ky.—Dry weather has injured the Kentucky wheat crop, but recent rains have helped it some. The corn crop got an early start on account of fine weather during March.—C.

MICHIGAN.

Linden, Mich., Apr. 5.—We are having an early spring. Wheat meadows look well, tho it has been quite dry.—Chas. Price.

Lansing, Mich., Apr. 7.—The condition of wheat Apr. 1 was 88, against 76 one year ago. Condition of rye Apr. 1 was 92; one year ago 83. Total number of bus. of wheat marketed August-March is 8,500,000; amount of wheat yet in possession of growers is 1,500,000 bus.; 2,000,000 bus. were used for seed and home consumption.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

St. Peter, Minn., Mar. 30.—Weather this month has been fine, ground is in the best of condition and spring has opened early. Farmers are busy seeding with prospects of large acreage. Little wheat is left in farmers' hands.—E. J. Matteson.

Dennison, Minn., Mar. 30.—Thirty per cent of oats in farmers' hands; 20% barley in farmers' hands. Seeding has started in earnest, outlook so far is good. Acreage about same every year, not much change at any time.—E. J. Farrankop, mgr., Farmers Merc. & Eltr. Co.

Minneapolis, Minn., Mar. 29.—Prospects are that there will be an increase of wheat acreage over that of last year, and there is also prediction that barley and flax acreage will be increased. It seems certain, however, that we will have a considerable increase in velvet chaff wheat acreage. In Southern Minnesota and South Dakota a large percentage of the farmers have already completed wheat seeding, and it seems safe to predict that wheat seeding in those three States will be finished two weeks earlier than usual.—Van Dusen-Harrington Co.

MISSOURI.

Bowling Green, Mo., Apr. 4.—Wheat crop damaged possibly 25%; oats looking good; great acreage will be planted in corn.—Manzke-White Grain Co.

Amoret, Mo., Apr. 7.—Have had a good soaking rain; wheat and oats looking fine; nearly all the flaxseed sowed; some corn planted and is coming all right.—Frank A. Oline.

Bosworth, Mo., Apr. 2.—Wheat land is all being seeded to oats and corn; 80% of wheat crop here has been killed; will not have enough raised for seed.—H. F. Cabell, agt., W. H. Perrine & Co.

Columbia, Mo., Apr. 2.—Wheat reports are not flattering. Correspondents generally report conditions bad, due to extreme cold, an unusual amount of sleet, lack of snow covering and the extremely dry weather of the last thirty days. The wheat condition for the entire state is 67.5, compared with 70 last year. The condition of rye for the state is 77.4, compared with 82 last year; clover, 77.5, compared with 74 last April; timothy 85, compared with 88 one year ago. The very favorable season for seeding ground to oats has resulted in a largely increased acreage. The estimated acreage, compared with last year's crop, which was 698,653, is 111.3%. The condition of the soil is 103.7%. Correspondents estimate that 31% of the corn land has been plowed. The percentage of last year's crop still on hand is placed at 26.6.—T. C. Wilson, sec'y, Missouri State Board of Agriculture.

NEBRASKA.

Winside, Neb., Apr. 1.—Winter wheat nearly all killed.—J. M. Hills, agt., Anchor Grain Co.

Ohlawa, Neb., Mar. 25.—Wheat in this locality is damaged about 33%.—R. R. Chenoweth.

Waco, Neb., Apr. 4.—Winter wheat very spotted; oats all sown; very early spring.—J. A. Gilbert.

Staplehurst, Neb., Apr. 2.—Wheat damaged about 25% and dry.—J. J. Brown, agt., Nebraska-Iowa Grain Co.

Richland, Neb., Apr. 1.—Winter wheat is badly damaged but with favorable weather we could raise fair crop. Grain movement quiet. Oats half sown.—C. B. Nance, agt., T. B. Hord Grain Co.

Waterbury, Neb., Apr. 1.—Corn is shelling out here in good condition.—M. J. McMullen, agt., Saunders-Westrand Co.

Sweetwater, Neb., Apr. 2.—Oats are nearly all sowed; wheat needs rain; some corn in cribs yet.—Chas. Brewer, mgr.

Roseland, Neb., Apr. 1.—About 15% of the wheat is in the farmers' hands.—M. J. Stotzel, mgr., Roseland Grain & Supply Co.

Saronville, Neb., Mar. 31.—Winter wheat damaged 30%; need rain.—Robert Anderson, agt., Saronville Farmers Grain & L. S. Co.

Atlanta, Neb., Mar. 26.—Grain movement very slow; 75% marketed. Growing wheat crop is about 50% damaged.—Chas W. Wood.

Bookwalter, Neb., Mar. 24.—Winter wheat nearly all killed. Oats sowing on; ground in good condition.—O. Hanson, mgr., Duff Grn. Co.

Trumbull, Neb., Mar. 30.—We estimate that 25% of fall wheat is damaged.—A. M. Brooking, agt., Hastings Farmers' Grain & Sply. Co.

Lyons, Neb., Mar. 31.—Winter wheat damaged 20%; ground in fine condition for seeding.—A. Moseman, agt., Holmquist Grain Co.

Elk Creek, Neb., Mar. 25.—Not over 40% of the wheat alive and going back every day. Oat acreage will be large this year.—C. B. Page.

Wymore, Neb., Apr. 2.—About 40% of corn has been marketed, 85% of wheat and 90% of oats.—John Endelman, agt., Central Granaries Co.

Mitchell, Neb., Mar. 23.—Winter wheat is looking fine; farmers are busy preparing their land for seeding.—R. M. Ireland, agt., Aurora Mfg. Co.

Sutton, Neb., Apr. 2.—About 25% of wheat; 20% of corn and 10% of oats in farmers' hands.—John F. Bausch, agt., Nebraska-Iowa Grain Co.

Wilsonville, Neb., Apr. 2.—About 60 cars of wheat shipped out; no corn here, are shipping it in.—W. C. McTaggart, mgr., Ind. Farmers' Shpg. Ass'n.

Wausa, Neb., Apr. 2.—About 65% of corn and 75% of oats is marketed; no wheat raised here.—C. J. Johnson, agt., Saunders-Westrand Co.

Scribner, Neb., Mar. 31.—Winter wheat is suffering for rain, but think damage over-estimated.—C. H. Schwein, mgr., Farmers Grain & Stock Co.

Farwell, Neb., Mar. 24.—About 20% of the wheat and 50% of the corn crop in reserve. Oat crop small, none on the market.—Ignace Pawlowski, agt., E. G. Taylor.

Waterbury, Neb., Apr. 1.—The farmers are holding some grain but the corn is poor quality; oats sowing is in progress.—M. J. McMullen, agt., Saunders-Westrand Co.

DeWitt, Neb., Mar. 25.—About 25% of wheat will be plowed under and the balance is about 50% of a stand.—G. R. Klein, mgr., Farmer's Eltr. Co.

Belvidere, Neb., Mar. 30.—About 10% of the wheat is in the farmers' hands; some corn in the fields. Fall wheat damaged 15 to 20%.—C. J. Meyers, agt., Updike Grain Co.

Ulysses, Neb., Apr. 2.—Growing wheat damaged 30% at least; a few more windy days and the damage will be 50%; acreage is 10% greater than last year.—J. A. Smith, mgr., Ulysses Grain Co.

Wilcox, Neb., Mar. 31.—About 10% of wheat and 5% of corn in farmers' hands. Oats all sold off. Fall wheat damaged 15%. Getting very dry here.—H. G. Otto, agt., Farmers Grain & Shpg. Ass'n.

Mt. Clare, Neb., Mar. 23.—Wheat damaged 30%. Old wheat in farmers' hands, 20%. Corn badly damaged. No new corn will grade. Increased acreage of oats over last year, 10%; corn, 20%.—Giles Knapp.

Nickerson, Neb., Mar. 24.—Wheat looks bad. Fully one-half the acreage will be sown to spring wheat or planted to corn. In reserve there is 25% of the wheat; corn, 50%; oats, 15%.—J. O. Brown, agt., Holmquist Grain & Lumber Co.

Rosemont, Neb., Apr. 1.—Winter wheat is hurt about one-third in Rosemont territory; one-fourth of the wheat is still in farmers' hands; corn is of poor quality; sowing of oats about over.—A. F. Krause.

Superior, Neb., Apr. 1.—Wheat damaged 30%; not possible to have three-fourths crop; very dry; no rainfall so far this spring; local price of corn 54c; farmers not selling any; will take 60c or better to buy any corn here from now on.—Elliot & Myers.

Merna, Neb., Apr. 7.—Winter wheat needing rain; 15% to 20% wheat is total loss.—Jacquot & Son.

Oxford, Neb., Mar. 24.—About 15% of wheat and 40% of corn in reserve.—C. A. Reed, agt., Wilsey Grn. Co.

Moorefield, Neb., Mar. 21.—A larger winter wheat acreage was planted last fall than what matured last harvest by probably 25%. Wheat planted on plowed ground is either entirely ruined or badly damaged. We estimate the damage to date to 12%. We estimate that 3 cars in the country will clean up last year's crop. What corn and oats we have bought here since Christmas has been sold or will be sold for local use among farmers. Hence there will be no corn or oats shipped from here until a crop is raised. We may have enough for home use without shipping in, but it will be close.—James Pearson, agt., Shannon Grain Co.

NORTH DAKOTA.

Hannah, N. D., Apr. 4.—We are having fine weather; some farmers already have a few acres of wheat sown.—A. R. Balfour, mgr., Farmers' Co-op. Eltr. Co.

Arvilla, N. D., Apr. 4.—Considerable seeding has been done; some farmers claim as high as 300 acres; present outlook is that more acreage will be put in wheat than heretofore.—Farmers Eltr. Co.

OHIO.

Rex, O., Apr. 5.—A fine rain here Apr. 3 which caused the wheat to look fine.—H. J. Brubaker of J. A. Brubaker & Son.

Rex, O., Mar. 29.—Wheat looked fine at first, but is now showing the effects of dry weather. Oats about all sown; 20% of the grain in the farmers' hands.—J. A. Brubaker & Son.

Kent, O., Apr. 2.—Growing wheat is looking fair; it needs rain so that the production will not be curtailed; we have heard of none being plowed up as yet and believe that our section shall raise a fair crop; 15% to 20% of wheat still in farmers' hands.—The Williams Bros. Co.

Kyle, O., Apr. 4.—Early sown wheat generally looks fine, but some fields sown late among corn are not extra. Nearly all the last crop has been sold as it was of inferior quality and farmers got rid of it as soon as possible; nearly all tested 48 to 52 lbs. Farmers half done plowing for corn. Big acreage going out. Ground breaking up fine. Warm all thru March with but one shower that only laid the dust, yet nothing has suffered so far. Some prospects now for needed rain. Pastures good, every thing looks promising.—B. F. Kyle & Co.

Columbus, O., Apr. 1.—Official correspondents of this Department estimate the present condition of the growing wheat plant at 83%, a decline in condition of 10% since Dec. 1. In comparison with condition on corresponding date last year it shows an advance of 21%. Of the harvest of 1909 it is estimated that 16% remains in producers' hands. Winter barley and rye show the same growing condition—88%. The condition of corn in the crib is estimated at 95%. Ten per cent of the crop remained unhusked during the winter, and it is estimated that this suffered damage to the extent of 12%. Many correspondents report oats seeding as nearing completion and corn plowing in progress.—Ohio Dept. of Agri.

OKLAHOMA.

Tyrone, Okla., Mar. 25.—Growing looking finer than ever, acreage is much larger than last year.—Riffe & Gilmore.

Shattuck, Okla., Mar. 30.—Growing wheat is better here this year than last; acreage is 10% larger.—Ingle Bros. & Co.

Woodward, Okla., Mar. 30.—Growing wheat is looking fine; acreage is 15% larger than last year.—Cox & Townsend.

Woodward, Okla., Mar. 30.—Growing wheat is in good condition; acreage is twice as large.—L. O. Street, mgr., Farmers Supply Co.

Avard, Okla., Mar. 31.—Wheat prospects better than ever; acreage 25% larger than last year.—J. O. Braught, agt. Enid Mill & Eltr. Co.

Guymon, Okla., Mar. 25.—Prospect for growing wheat was never better, acreage is 3 or 4 times as large as last year.—Rogers Lumber Co.

Goodwell, Okla., Mar. 25.—Growing wheat looking fine; acreage is 4 times as large as last year, all the wheat is in.—B. B. Elkins.

Oklahoma City, Okla., Apr. 5.—Crops are looking fine; some of the corn has six blades on it and has been plowed over; plenty of moisture.—McClean Construction Co.

Alva, Okla., Mar. 31.—Wheat is in fine condition and prospects of the best; acreage is 15 to 20% larger than last year.—E. D. Drake, Drake & Co.

Alva, Okla., Mar. 31.—Condition of growing wheat is 100%; acreage is 120%; about 3% of the wheat in farmers' hands.—S. Shelly, mgr., Farmers Federation.

Woodward, Okla., Mar. 30.—Growing wheat is in good condition. Some fields are beginning to show the dry weather.—G. L. Thompson, agt., Alva Roller Mills.

Manchester, Okla., Apr. 1.—Growing wheat in fair condition, altho it needs rain; acreage 20% larger than last year.—G. T. Price, agt., W. W. Miller & Sons.

Custer City, Okla., Mar. 24.—Grain movement slow. Very little grain in reserve. Wheat and oats looking fine. No rain all winter; had rain last week.—M. J. Long.

Shattuck, Okla., Mar. 30.—Growing wheat looking fine; acreage about the same as last year. Prospects are 20% better than last year.—Ewing Bros., per W. J. Ewing.

Hooker, Okla., Mar. 25.—Wheat is looking fine; acreage is about 4 times as large as last year; practically all of the wheat is in.—W. C. Stewart, mgr., Bolin, Hall & Co.

Texhoma, Okla., Mar. 25.—Growing wheat looking fine; acreage is fully three times as large as last year; all the wheat is in.—H. S. Wood, agt., Texhoma M. & Eltr. Co.

Woodward, Okla., Mar. 30.—Growing wheat looks good. If we don't get rain soon considerable damage will be done. We have an increase of 25% in acreage.—C. B. Cozart.

Shattuck, Okla., Mar. 30.—Growing wheat is looking good, tho high winds may have damaged it some; 10% more wheat sown than last year.—F. Nickerson, agt., O. W. Hutchison.

Oklahoma City, Okla., Mar. 25.—Wheat and oats looking fine; no injury from freezing. Very little old wheat to be had, and small amount of corn in the farmers' hands.—J. M. M.

Guymon, Okla., Mar. 25.—Growing wheat is in an excellent condition. Acreage is 4 times as large as last. About 3 or 4 cars of wheat in farmers' hands.—Elmer Beach, agt., Liberal Eltr. Co.

Alva, Okla., Mar. 31.—Wheat is in an average condition; 8% will be plowed up; same acreage as last year. Not over 2% of the wheat in farmers' hands.—Geo. W. Crowell, Crowell Bros.

Manchester, Okla., Apr. 1.—Wheat in fair condition; acreage 25% larger than last year; 5% of the wheat and 25% of the corn in farmers' hands.—A. E. Deere, mgr., Manchester Grain & Fuel Co.

Avard, Okla., Mar. 31.—Wheat looking fine, plenty of moisture in it; acreage is 25% larger than last year. Prospects were never better at this time of the year.—W. D. Foresman, Randels & Grubb.

Shattuck, Okla., Mar. 30.—Prospect for growing wheat 100% better. Some high winds damaged the wheat a little. Acreage is 15% larger than last year, 2% of the wheat in farmers' hands.—R. L. Crump, agt., Alva Roller Mills.

Guthrie, Okla., Apr. 1.—Growing condition of winter wheat was 92.5% Mar. 25 and 78% one year ago. Acreage of spring sown oats is 36.2% more than last year. Growing condition of this crop was 88% Mar. 25 and 68.5% one year ago. Much corn is up and doing fine. Growing condition of alfalfa was 93.8% Mar. 25 and 79.4% one year ago.—Okla. State Board of Agriculture.

Manchester, Okla., Apr. 1.—Wheat in good condition. Acreage fully equal to former years. Some wheat and considerable corn in farmers' hands. They are now listing corn and we anticipate a heavy acreage this year. Our agent at Clyde, Okla., reports as follows: "Wheat in good growing condition, altho needing rain, the same of oats. Heavy wheat and oat crop anticipated. Considerable oats reserved by farmers until growing crop is assured, altho our oat receipts are good."—W. T. Hodson, mgr., Manchester Mill & Elev. Co.

PENNSYLVANIA.

Philadelphia, Pa.—Pennsylvania farmers have put out at least 100,000 acres more in wheat than the previous year and the grain men say that indicates a big coming yield.—S.

SOUTH DAKOTA.

Presho, S. D.—Farmers are putting in double the amount of grain that they did last year.—W. P. Ladd, mgr., Farmers Eltr. Co.

Monroe, S. D., Apr. 4.—Seeding about 50% done; 30% of corn yet to handle; seed corn testing only 70%.—C. Van De Water, agt., Reedy Grain Co.

Kidder, S. D., Apr. 4.—Seeding is nearly finished and prospects look good for another bumper crop; soil is in good shape.—M. D. O'Neill, agt., Cargill Eltr. Co.

De Smet, S. D., Apr. 2.—Present prospects fine for the new crop that is now half sown. About a quarter of the old crop remains in farmers' hands. This part of the state produces much grass.—W. J. Ryan.

Mount Vernon, S. D., Apr. 4.—Seeding is in full blast; old timers say that ground and weather conditions are better than they have been for years; 30% more velvet chaff will be sown this year than last year.—H. E. Reed, agt., A. A. Truax.

Freeman, S. D., Apr. 3.—Moving of corn has almost stopped as buyers cannot handle the stuff; corn is not in condition, as farmers have too many open cribs; about 25% of the small grain is still in farmers' hands.—W. H. Borman, agt., Shanard Eltr. Co.

Bard, S. D., Apr. 4.—Seeding is progressing very nicely; early sown is just coming up; looks like good stand; wheat sown will be about 90% velvet chaff; farmers are cutting out wheat and sowing more barley and oats than formerly.—J. F. McLaughlin.

Springfield, S. D., Apr. 5.—We are having the finest spring for putting in the small grain crop. Farmers are all busy with oats, of which I believe a larger acreage has been sown this year than last. Wheat is all sown.—R. A. Maarsnigh, mgr., Eugene Colburn.

TENNESSEE.

Talley, Tenn., Mar. 29.—Winter wheat is looking well, altho it has been very dry for the past two months. Acreage not up to average; corn acreage larger than usual, and about one-fourth is planted.—J. S. Conrad.

Nashville, Tenn.—Crop reports to the Commissioner of Agriculture are in the main very favorable. Recent delightful weather has enabled farmers to catch up for any backwardness. During the past week copious rains all over the state have greatly benefited crops. Wheat has been seriously damaged by the severity of the winter. Commissioner of Agriculture John Thompson has just returned from a trip over the state and says that in many sections wheat has received serious damage. In many instances farmers have plowed up their wheat fields and have put in corn or other crops in place of it. Mr. Thompson thinks the crop will about equal last year.—C.

TEXAS.

Higgins, Tex., Mar. 29.—Wheat is in good condition; acreage is 20% larger than last year. Practically all the wheat is in.—Geo. M. Hamilton, agt., Crowell Bros.

Dalhart, Tex., Mar. 26.—Growing wheat is in fair condition, 20% damaged; acreage is 3 times as large as last year.—W. Y. Howze, mgr., Dalhart Grain & Coal Co.

Dalhart, Tex., Mar. 26.—Growing wheat looked good until a few days ago. The high winds here got the best of it. Five times as much wheat sown as last year.—B. H. Barwise, mgr., Panhandle Coal & Feed Co.

Higgins, Tex., Mar. 29.—Growing wheat is looking fair, wind here the last few days is damaging it some; 25% more wheat sown than last year; all the wheat is in.—E. A. Rubottom.

Dalhart, Tex., Mar. 26.—Prospect for growing wheat is good; acreage is 25% larger than last year; all of the wheat is in.—W. R. Montgomery, mgr., Dalhart M. & Eltr. Co.

Amarillo, Tex., Mar. 28.—Growing wheat is looking fine; acreage is 100% larger than last; and if we get a good rain within the next week or so we will have a fine crop.—D. D. Dewing, pres., Star M. & E. Co.

Amarillo, Tex., Mar. 28.—Growing wheat which has been drilled is looking fine; with a good rain in the next week or so we will have a fine crop, acreage is 30% larger than last year.—P. A. Rex, Rex-Perkins Co.

Higgins, Tex., Mar. 29.—Growing wheat looks good, acreage much larger than last year. We will have a fine crop of wheat this year if we have rain in the next week or so.—R. L. Burel, mgr., Higgins M. & E. Co.

Amarillo, Tex., Mar. 28.—I have made a 300-mile trip throughout the panhandle of Texas and find the growing wheat in good condition; it needs a little moisture. Acreage is fully 100% larger than last year.—Allen Early, Early Grain & Eltr. Co.

Canadian, Tex., Mar. 29.—Prospects for growing wheat are very promising; acreage will be 4 to 1 over 1909. All small grains this year are superior to those of last year. Farmers will feed the balance of their wheat.—C. L. Tenneson, v. p., Canadian Imp. Co.

Higgins, Tex., Mar. 29.—Prospect for wheat better this year than for many years on account of the ground being full of moisture and with a few more showers we will have a fine crop this year. Acreage is a little larger than last year.—A. C. Teter, agt., C. B. Cozart.

Van Alstyne, Tex., Apr. 4.—This vicinity has had rains for several days and prospects are fine for large wheat, oats and corn crops; corn growing off fine; cotton planting time here, but rains will retard for a few days; large forage crops (cane, millet, etc.) planted; alfalfa will be ready for cutting in two weeks; large acreage, and more planted this spring for fall and summer cutting; no old grain in farmers' hands.—Grayson Mill & Grain Co.

Fort Worth, Tex., Apr. 1.—Good rains have fallen over the grain belt of Texas during the present week. While the precipitation was not heavy, varying from one to two inches, it came in just the right sort of way to be of most benefit to the growing crops. The fall was slow, and the ground has absorbed it in the most beneficial manner. Reports indicate great improvement in both wheat and oats, and I feel that we now have a good prospect for a most excellent grain crop this year. Corn will now come to a good stand. J. Sydney Smith & Son report the wheat and oats acreage in Texas for the present season and indicate an increase in acreage of 70% on wheat and 32% on oats over the acreages as reported by the government for 1909; i. e., Texas wheat acreage, 1910, 1,570,000 acres, which yielded 12.86 bus. per acre; Texas oats acreage, 1910, 811,800 acres, which yielded 30.96 bus. per acre.—G. J. Gibbs, sec'y, Texas Grain Dealers Ass'n.

WASHINGTON.

Harrington, Wash., Apr. 5.—Seeding is progressing slowly owing to rain and snow; we are sowing spring wheat, variety "bluestem;" seeding will be completed in ten days; 15% of wheat held by farmers.—C. W. Bethel.

GOVERNMENT CROP REPORT.

Washington, D. C., Apr. 8.—The United States Department of Agriculture estimates that the average condition of winter wheat on Apr. 1 was 80.8%, against 82.2% on Apr. 1, 1909, 91.3 on Apr. 1, 1908, and 87.0, the average condition for the past ten years on Apr. 1. The decline in condition from Dec. 1, 1909, to Apr. 1, 1910, was 15.0 points, compared with an average decline in the past ten years of 4.5 points.

The average condition of rye on Apr. 1 was 92.3%, against 87.2 on Apr. 1, 1909, 89.1 on Apr. 1, 1908, and 89.5 the average condition for the past ten years on Apr. 1. Comparisons for winter wheat and rye states follow:

	Winter Wheat.		Rye.
	Con. Apr. 1.		Con. Apr. 1.
	10-yr.		10-yr.
Kan.	1910. '09. av. 64	1910. '09. 70	88
Neb.	70	86	92
Ind.	84	68	81
Ill.	84	70	89
Mo.	69	79	90
Pa.	89	87	86
Ohio	85	60	78
Wash.	94	96	91
Okla.	87	83	86
Mich.	84	75	81
Cal.	98	93	92
Ore.	93	97	93
Md.	92	96	88
Idaho	97	97	97
Va.	90	97	86
N. Y.	94	88	88
Tenn.	84	92	87
Ky.	84	81	85
Mont.	97	..	97
N. C.	90	93	89
Tex.	89	66	79
W. Va.	88	88	83
S. C.	88	92	88
Utah	94	97	..
Iowa	75	87	90
Colo.	96	..	93
Ga.	86	91	88
N. J.	91	97	88
Ark.	90	84	87
Del.	96	98	88
Wis.	95	85	87
Ala.	85	90	89
Wyo.	97	99	..
Miss.	90	90	88
Minn.	96
U. S.	80.8	82.2	87

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

COUNTRY SHIPPERS SHOULD CLEAN GRAIN.

Grain Dealers Journal: We wish the Journal would urge country shippers to be as careful as possible in the matter of having their grain clean. When it is mixed with dirt it heats much more readily and is graded low, while clean grain is graded higher and is in less danger of heating. That is a proposition that is important both to the shipper and the consumer of grain.—W. A. Thompson & Co.

NOW SATISFIED WITH SIOUX CITY TEST.

Grain Dealers Journal: Since the moisture test was installed at Sioux City we had one car corn inspected. We were well pleased with the inspection and discount.

The samples I referred to in my letter published on page 337, Mar. 10, criticising the Sioux City inspection were poured from glass fruit jars into sample pan and exposed to the air not over 15 minutes. It could not have dried out much during that time. At present patrons of the Sioux City market are satisfied with the grading.—W. P. Manning, mgr. Farmers Co-op. Grain Co., Fairview, S. D.

NO RESPONSIBILITY FOR RATES QUOTED IN ERROR.

Grain Dealers Journal: One feature of the interstate commerce act is so manifestly unjust to shippers that one is at a loss to know why it is allowed to remain on the statute books. This is the ruling that railroads are not permitted to correct errors and mistakes which cause positive loss to the shipper.

We have just been turned down on a claim for \$74.69 overcharge where the transaction was based on a rate quoted to us by the rate clerk of the road and afterwards found to be erroneous. We are today refused payment on another of \$19.34, where the rate was given us by 2 or 3 authorized parties connected with the carrying roads. This claim was an overcharge on car from Mason, O., to a Boston rate point. The rate given us by the Pennsylvania road as 18½c per cwt. was afterwards raised to 22½c. From the literature sent us by the Interstate Commerce Commission it is absolutely useless to prosecute this claim, as they quote the decisions by the United States courts which relieve the railroads from all responsibility for errors in giving rates of freight.

The reason given is that payment would open the door to frauds by unprincipled shippers. In other words the innocent shall suffer for the sins of the guilty. This is not the only feature needing correction, but is probably the most important and most unfair, except perhaps the present system of car service charges which are too one sided to be just and by all means should be made reciprocal.

About two years ago we paid the Sprague Agency of Chicago \$25 to collect claims of this nature, but up to this time we have never received one dollar from them.—Loudon & Co., Cincinnati, O.

MAKE CLAIM FOR DELAY IN TRANSIT.

Grain Dealers Journal: Country shippers are entitled to recovery for loss on their grain sold on low markets on account of unreasonable delay in transit. We are advising our shippers to make claims from their end on grain of that sort, as we can do more to help collect by furnishing evidence than if we ran the chance of having a lot of claims turned down at this end, if made from here.

We consider that, under normal conditions, shipments from average Western stations should reach the market in from 5 to 7 days, and that from 10 to 15 days would be an unreasonable length of time even in severe weather. Average values of grain ruling during the period of from 5 to 15 days after shipment form a good basis of values on which to make claim for loss.—Somers, Jones & Co., Chicago, Ill.

It's no wonder rain doesn't come in some localities. Every day one notices in the papers that certain sections had voted "dry."—J. F. Zahm & Co.

The Farmers Educational and Co-operative Union of America has planned a convention of farmers which is to be held at St. Louis during the week of May 2.

Omaha Loses Two Elevators by Fire.

Nebraska has been greatly favored in the matter of grain elevator fires during recent years, but during the last month it has had enough losses to offset all the good fortune of the past. A number of country elevators were destroyed, and last Sunday night the large elevator of the Nye-Schneider-Fowler Grain Co. and the mill and elevator of the Maney Milling Co. were destroyed resulting in a loss of about \$700,000.

The fire is said to have started shortly after midnight having first been discovered in the corn cooling room of the Nye-Schneider-Fowler elevator. Altho an alarm was turned in promptly the building was doomed before the firemen arrived. The number of hydrants was so few and the water pressure was so low that the firemen were greatly handicapped in their efforts after they did arrive on the scene, so that they had little chance of extinguishing the blaze.

The loss on grain was about \$350,000, in addition to 15 carloads which were destroyed. Eleven cars of corn which had been put on the unloading track of the elevator Sunday afternoon were so heated as to start fermentation and No. 4 corn was quickly turned into No. 4 Grade. These cars having virtually been delivered to the elevator company will no doubt place the loss for the grain upon it.

The ground occupied by each plant is

owned by the grain and the milling company and each intends to rebuild quickly.

Ethical Evils of Speculative Exchanges.

"The ethical evil of speculative exchanges must be eliminated or the speculative exchanges must go," declared Representative Chas. F. Scott of Kansas, chairman of the House committee on agriculture, which has been pushing anti-option legislation, at the recent dinner of the Republican Club in New York City, in speaking on the topic of the evening, "How can the economic features of the speculative exchanges be preserved and the ethical evils be eliminated?"

Other speakers were W. B. Thompson, pres. of the New Orleans Cotton Exchange, A. R. Marsh, vice-pres. of the New York Cotton Exchange, J. C. F. Merrill, vice-pres. of the Chicago Board of Trade, Professor John B. Clark of Columbia University, Frederick Toombs of the New York Assembly and Welding Ring, pres. of the New York Produce Exchange. Mr. Merrill said:

Legitimate speculation is a laudable enterprise, and the Chicago Board of Trade is against all transactions when the delivery of merchandise is not contemplated. It is impossible to make transactions there and not live up to them.

Speculative sales have no effect on prices. They are governed by business conditions, and the speculative sales are not responsible for the rise and decline in the market, but reflect the conditions.

At the hearing in Washington it was said that the small traders suffer most. It is the consensus of opinion on our exchange and other grain exchanges that the small dealer should be eliminated. He is in practically all cases not financially equipped, and in many cases he has not the equipment of intelligence to become a speculator. But the prosperous times brought many small speculators.

BUSINESS IMPOSSIBLE WITHOUT SPECULATION.

Welding Ring said, in part:

I want to take issue with Congressman Scott on the point that because our Exchanges are of a certain value, office rents, office expenses, franchises, by which I presume he means memberships in our various Boards of Trade, and the capital involved are just as legitimately employed in the business of trading on these Exchanges as they would be if invested in railroad or manufacturing purposes, and revenues procured from them in the way of dividends or interest. The business of this great country could not be carried on without these vast sums of capital, and it is to our bankers and banking interests that we must look for assistance in carrying out of great enterprises as well as in handling the enormous crops of this country. For that reason, I do not think his position is a correct one, in assuming that this investment



Burning Grain and Ruins of Maney Milling Co.'s Elevator at Omaha, Nebr.



Photos by Paul Sisson.

All that Is Left of the Nye-Schneider-Fowler Million-bushel Elevator at Omaha, Nebr

Dealers Organize at Bushnell, Ill.

Good work by Ass't Sec'y Powell of the Illinois Grain Dealers Ass'n at one of the stations in that territory have made prospects good for a needed organization of the trade in that fertile part of western Illinois known as the "Military Tract."

On the invitation of Geo. W. Cole the dealers along the C., B. & Q. and the T., P. & W., which roads cross at Bushnell, met at that place Apr. 7 to get better acquainted and to participate in a banquet given by Mr. Cole. Operating elevators at Bushnell, Adair and Bardolph it was natural that Mr. Cole should take a leading part in the proposed organization. Mr. Cole is a native of Bushnell and after some business experience in Chicago took over the grain business of his father James Cole, now deceased. In 1903 he purchased the elevator at Adair and an interest at Walnut Grove. He is sole owner of the Cole Savings Bank and is in daily touch with the dealers at nearby points thru his brokerage business.

The banquet was held in the dining room of the Alexandria Hotel. The tastefully decorated tables were arranged as a T, place cards indicating to each dealer his station, neighbors on the T. P. & W. being lined up on one side and those on the Q. from Galesburg down being seated on the opposite side.

The dealers marched into the dining room to the music of a string orchestra which enlivened the banquet.

Toastmaster Geo. W. Cole introduced as the first speaker Thomas Benton Camp, who on behalf of the Mayor of Bushnell made a witty address of welcome.

Geo. W. Cole: I have seen many fistic difficulties, but this is the heaviest lot of champion light weights it has been my lot to meet. We hope to perfect if possible a local organization of the grain dealers of this territory. The locals are well established in the eastern part of the state. The dealers in that territory are making money. We have an excellent state ass'n but its members are scattered over the entire state, so it is impossible for us to get together as a body to promote local interests.

Nothing will promote confidence more than a local ass'n, and a number of those here tonight can testify to the great benefits.

Now is the accepted time. We must organize. All lines of business are organizing. Even the grain exchanges are organized. The more the grain dealer can obtain the more he can pay the farmer. It is the business of the grain dealer to bring into his community the most money for the farmer. Our organization should not be a secret one.

We should show the farmer the prices we are bid for grain. I would advise you to sell when you have a margin. I have found out that speculation is bad for the health. The only thing to do is to keep in close touch with "Cole, the Broker," when selling your grain.

F. M. Powell: We look at the bad in the other fellow too quick and often at one station I took in two members in August and one who was well satisfied until February, then expressed himself as very blue until I made him see that his competitor had been most fair at all times.

S. W. Strong: The state ass'n has formed local organizations throughout the state. Some 20 years ago an organization was effected at Decatur and 17 years ago a firm organization was established. Now there are about 30 groups in the state. South of Pana the millers have organized the wheat country. Their organization is similar to the grain dealers organization.

Local organizations are made up of competitive territory. Your interests are identical. You all have an 8-cent rate, and I believe also there is uniformity of inspection. There is a market value for grain in this 8-cent territory. It is for the local ass'n to determine how it is most profitable to sell this grain, whether it is profitable to loan money without interest and what is the best market.

You can in a local ass'n determine what

is a fair margin of profit on which to buy. You can determine what is the cost of handling the grain, and the freight and the call price afford a basis from which to figure the price. The day of rebates has gone by.

The best plan is to have a slate or black-board in the office on which to post the price. Any dealer has the right to take all the grain that comes to town at the market price. We can come out and visit you, but it is up to you to run your local ass'n.

We called on the local ass'n for delegations to attend a hearing by the Illinois Railroad & Warehouse Commission and next morning we had a hundred. It is a great advantage to have a system by which to make ourselves felt. We get great benefit by publicity thru the trade journals.

Geo. D. Montelius: It is true that our station, Piper City, has the record of handling more grain than any country shipping station in Illinois. We need the local ass'n to keep us in touch with local conditions. This year we have found it necessary to employ an assistant sec'y part of the time. We have accomplished much the past 6 months.

We are perfecting a plan now to have an agreement with two of the railroads by which our claims will be recognized and paid promptly, and hope to have the same agreement with every railroad in the state. We allow $\frac{1}{4}$ of 1 per cent on corn and $\frac{1}{8}$ of 1 per cent on oats and wheat in the weight. We have in contemplation payment in 30 to 60 days, but where car is reported leaking we get the full weight without allowing any shrinkage. Some exchanges have protested against our making such an agreement. We have this agreement with the Wabash and Alton and are working with different roads one at a time. Our part of the agreement is not to file claims for less than \$3.

We have not had to call our arbitration board together this year, the dealers are getting so fair and reasonable. We now have only three cases. This shows good fellowship and good business ethics.

Rev. J. W. Ferris, known as "Captain Jack" on account of service in Porto Rico with the Illinois volunteers, made a very witty and entertaining speech.

The business session was then called to order and E. E. Sapp of Sciota was made temporary pres. and A. W. Ford of Scottsburg temporary sec'y. On account of the late hour no further business was brot before the meeting except to adjourn to meet Tuesday evening, Apr. 12 at the Hotel Alexandria, Bushnell, Ill., when a permanent local ass'n will be effected.

Among Those Present Were:

Mr. Adams, La Harpe; Mr. Boden, Burnside; Leonard Brubaker, Bushnell; Mr. Butler, La Crosse; Thos. B. Camp, Bushnell; Geo. W. Cole, Bushnell; C. E. Dawkins, Augusta; A. Ford, Walnut Grove; James Foster, Macomb; Victor Freburg, Walnut Grove; G. W. Garrison, Industry;

C. L. Grimsley, Swan Creek; Edwin Laux, Bushnell; Jas. McDill, Bushnell; Geo. D. Montelius, Piper City; Henry and John Nagel of Bushnell; T. L. Oliver, Camp Point; F. M. Powell, Tuscola; J. E. Raymond, Adair; H. E. Robberts, Blandinsville; E. E. Sapp, Sciota; F. E. Sharpe, Shirley Sharpe, Blandinsville; C. W. Smith, Bardolph; S. W. Strong, Pontiac; J. C. Turner, Bushnell; Geo. Weirather, Bushnell; Perry Williams, Tennessee; A. D. Wood, Galesburg.

Arrangements for Annual Meeting Illinois Dealers.

The directors of the Illinois Grain Dealers Ass'n held a meeting at the St. Nicholas hotel, Decatur, Mar. 30. Those present were, Geo. D. Montelius, pres.; H. A. Hillmer, vice pres.; Edwin Beggs, A. G. Tyng, J. E. Collins, J. H. Graham, directors; H. I. Baldwin, treas., and S. W. Strong, sec'y. There was also an attendance of about 40 grain dealers in Decatur and surrounding territory.

E. M. Wayne, of Delavan, delegate of Illinois Grain Dealers Ass'n to the National Council of Commerce, made a report of meeting of the National Council of Commerce, which he attended at Washington, D. C., 1909, which was very interesting, and stated that he believed that if the National Council of Commerce would propose to be on a good financial footing it would be of much benefit to the grain trade and all other lines of business to the country; that nearly all the foreign countries had such an organization which was of much benefit to the Government.

A report was received in relation to the claims department of the Ass'n, and the results have been very satisfactory indeed. Definite arrangements have been concluded with the C. & A. and Wabash R. R. Companies for the payment of claims filed through the Ass'n's claims department, and every member is recommended by the directors to file claims for loss in transportation whether the cars are leaking or not without asking, and they will be collected.

Arrangements were made for the 17th annual convention, to be held in the city of Decatur, June 7th and 8th. The G. A. R. hall was secured for meetings of the convention. Headquarters will be at the St. Nicholas Hotel.

The following committees were appointed by the board to have charge of the convention:



Geo. W. Cole in His Office at Bushnell, Ill.

General Executive Committee: W. L. Shellabarger, Chairman, E. M. Wayne, N. A. Mansfield.

Entertainment Committee: H. I. Baldwin, Chairman, O. H. Cannon, H. C. Corman, F. L. Evans, J. E. Quigley.

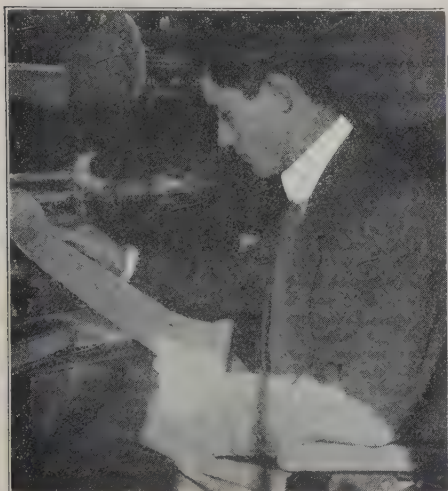
Committee Ladies Entertainment: C. P. Cline, Chairman, J. E. Collins, H. I. Baldwin.

On motion, the general executive committee were empowered to appoint a reception committee.

An Ohio Grain Man.

By degrees the young men are crowding into the grain business and taking the places of their fathers or employers, not because they are any more competent than their predecessors but the old men get worn out and want a rest to which they are fully entitled.

Mr. H. J. Brubaker of J. A. Brubaker & Son, grain men of Rex, Ohio, is only



H. J. Brubaker, Rex, O.

23 years old, but after he graduated from the high school and Miami Commercial College, he traveled through the West and obtained his first experience in the grain business as a helper. Later he assisted his father and in 1906 he served as foreman of a large elevator in North Dakota. With five years experience to his credit, he was admitted to partnership with his father on January 1st, 1908, and has devoted all his time to the business since then. His firm has branched out in other lines, such as coal, drain tile, cement, flour, feed and fertilizer, so that all hands are kept busy every month of the year.

We are growing a great deal of vetch seed, cheat seed and barley in this country. The standard weight of vetch seed is 70 and of cheat seed 28 lbs. to the bu.—Corvallis Flouring Mills, Corvallis, Ore.

At a bankruptcy sale recently in Southeastern Pennsylvania wheat in the ground brought \$10 per acre, and unsorted corn in the crib 73 cents a bushel; and yet they tell us farmers object to [other people] "gambling in grains."

Profitable grinding of Canadian wheat in bonded warehouses in American milling centers is assured thru the issuance of customs regulations by the treasury department based on the authority of the Payne tariff law. The wheat will be manufactured into flour and the drawback of duty allowed on the flour exported from the country. By-products can be withdrawn from the bonded warehouses under the new regulations upon payment of the same duty as if imported.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Elevation charges at Argenta, Ark., are announced by the St. L. I. M. & S. in ICC A1412, effective Mar. 9.

Rules governing stopping for inspection at Indianapolis, effective Apr. 11, are announced by the PCC & StL in ICC P214.

Rules governing handling grain thru transfer eltr. at St. Paris, O., effective Apr. 8, are announced by the P C C & St L in P213.

Rules governing reconsigning of grain thru eltrs. at Lawrenceburg, Ind., effective Apr. 6, are announced by the B & O S W in ICC 6576.

In ICC 5208, effective Apr. 15, the A T & S F gives rates on corn and oats from points on that line in Ill. to Cairo and New Orleans.

Elevator allowance on grain and seeds when shipped from Missouri river points, effective Apr. 28, is announced by the A T & S F in ICC 5244.

ICC B5157, effective Apr. 1, has been filed by the L V, announcing rates on grain in bulk thru eltrs. at and east of Buffalo to stations on B & M.

In Sup 20 to ICC C8118, effective Apr. 18, the C R I & P gives rates on wheat and corn between St. Louis, E. St. Louis, Cairo, Thebes, Ill., and stations in Okla.

ICC 725 (effective, state, Feb. 28; interstate, Apr. 5) filed by the T P & W, announces a rate of 4c on grain only, from Peoria (when from beyond) to Chicago.

Rules governing the handling of bulk grain held at Hoosac and Mystic eltrs., in Boston, effective Apr. 4, have been announced by the B & M in ICC GFA 9425.

Rules governing allowances for transfer of grain at Sandusky, O., effective, state, Mar. 24; interstate, Apr. 15, are announced by the L S & M S in ICC A2524.

Rules governing allowances for transfer of grain at Cleveland, effective, state, Mar. 24; interstate, Apr. 15, are announced by the L. S. & M. S. in ICC A2525.

ICC No. 330, effective May 1, has been filed by the Cin. & M. V. quoting the regulations governing the handling of grain at the transfer eltr., Washington C. H., O.

A rate of 5½c on grain, effective May 1, from Council Bluffs, Omaha, So. Omaha (when originating beyond) to Kansas City, Mo., is announced by the Wabash in ICC 2278.

Announcement is made by the B. & O. in I C C No. 9150, of the allowance for the elevation of grain at Cleveland, O., effective on state shipments Mar. 29, and interstate, Apr. 18.

Announcement is made by the C & N W in ICC 7147, effective Apr. 15, of rates on grain and hay from stations on that line in Ill., Wis., Mich. and Minn. to stations in Wis. and Mich.

Rules governing elevation charges on grain and seed transferred thru elevators in Nebraska, Iowa, Kansas, Missouri and Illinois have been filed by the Mo. Pac. in I C C No. A1445, effective Apr. 30.

The Omaha road has filed I C C No. 3666, effective Apr. 24, quoting rates on wheat, flaxseed and coarse grain from stations in Minnesota and Wisconsin to St. Louis, East St. Louis and Quincy, Ill.

Per diem charges on cars loaded with grain and grain products, held in transit for milling or resorting purposes, effective Apr. 4, are given by the B. & M. in ICC GFA 9411.

Effective Apr. 15, the C., C. & St. L. announces in Sup. 3 to ICC 5095, rates on grain and grain products from points on that road, Cin Nor and Ill Ter to eastern, interior eastern and Canadian points.

Rates on grain and hay, effective Apr. 12, from stations on the B. & O. to points in Dist. of Columbia, Del., Md., Mass., N. J., N. Y., Pa., Va., and W. Va., are announced by the B. & O. in ICC 9120.

In Sup. 1 to ICC 675 the Sou. Ind. gives rates on grain and grain products (adding milo maize to commodity list), effective Apr. 15, from Chicago to points in Ind., Mich. and Ohio.

In ICC 8025 the Erie has filed the following rates, effective Apr. 4: Barley, 5¼c; wheat, 6½c; rye, 6c; corn, 5¼c; oats, 3.7c; flaxseed, 5½c per bu., ex-lake at and east of Buffalo to New York.

In Sup. 4 to ICC B1768, effective Apr. 10, the C. M. & St. P. announces rates on barley, corn, flaxseed, oats and rye from points in Minn. and Wis. to points on that road in Ill., Mich., Minn. and Wis. Addition to station list.

ICC A 7813, filed by the Ill. Cent., effective Apr. 18, gives rates on barley, corn, oats, rye and wheat from stations on that road and connections to Chicago, when forwarded therefrom via lake lines to Canadian points and stations in Mich., Pa., Ohio, and N. Y.

ICC 6577, filed by the D. L. & W., effective Apr. 2, gives rates on wheat, corn, rye, barley, oats and flaxseed in bulk, ex-lake, at and east of Buffalo, including elevation, storage and loading on cars, at stations on that system and its connections.

Switching, drayage, feed charges and allowances for grain doors and elevation or transfer of grain at St. Louis, East St. Louis, Granite City, Madison, Venice, National City, National Stock Yds., Ill., are announced in ICC A611 by the M. & O., effective Apr. 1.

ICC 2691, filed by the M. St. P. & S. S., effective Apr. 10, announces rates on grain, flaxseed, flaxseed hulls, grain screenings and speltz, from points in Minn. and Wis. (when from beyond) to Ohio river crossings and stations in Ind., Ill., Ky., Mich., N. Y., and Ohio.

The Erie has announced, in ICC 8027, effective Apr. 4, the following rates on barley, corn, flaxseed, oats, rye and wheat, ex-lake at and east of Buffalo to Port Richmond, Philadelphia, for export only: Wheat, 5.2c; corn, 4.45c; rye, 4.95c; barley, 4.55c; oats, 3.5c; flaxseed, 5.2c per bu.

A rate of 19½c on wheat and corn flour from St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Carlton, Winoona, Eau Claire, Chippewa Falls, Menomonee, La Crosse and Superior to Mobile, New Orleans and Port Chalmette, for export, is announced in ICC B2097, effective Apr. 1, filed by the C M & St P.

ICC A1416, effective Apr. 12, filed by the Mo. Pac., announces rates on grain, grain products, seeds, hay and straw from Missouri river points to St. Louis, Carondelet, Mo., East St. Louis, Cairo, Thebes, Ill., Memphis, New Orleans, Jackson, Meridian, Miss., Columbus, Ky., Mobile, Pensacola, and points in Arkansas, Ill., La., Miss. and Mo., also between upper and lower Mississippi river points.

New Elevator at Memphis, Tenn.

The new grain handling plant of J. M. Trenholm & Co., at Memphis, Tenn., is designed to receive grain from cars, clean and reship or grind into feed, and is conveniently situated on the N., C. & St. L., Southern and Ill. Central Railways.

The elevator is 36x36 ft. and the adjoining warehouse extends a distance of 106 ft. along the track. The elevator is divided into 14 bins with storage capacity for 25,000 bus. Under all the bins, which are cribbed, is the working floor, framed, and the full basement on concrete foundations. The warehouse is of frame and ironclad on concrete foundation. Its capacity is 20,000 bus. The engraving herewith shows one end and the track side of the elevator and warehouse.

The tracing reproduced herewith shows cross sections of elevator and warehouse, longitudinal section of elevator and warehouse, ground floor plan, bin plan and section thru car sinks.

As shown in the ground floor plan cars on the two tracks in the track shed are unloaded thru two sinks upon a 30-in. 4-ply belt conveyor, the discharge from the sink hoppers being controlled by interlocking levers. The belt conveys to the boot of the receiving leg, equipped with 22-in. belt and 20x7 cups, traveling over a standard 66-in. cast iron head pulley. The working leg has a 60-in. head pulley with 12x6 cups spaced 15 inches between centers; and both legs are equipped with turnheads and spouts.

The Nordyke & Marmon 9x24 double roller mill on the working floor is served by the third leg having 9x5 buckets spaced 15 ins. apart on a 10-in belt. Each large leg has a ratchet and a lever feed gate. On the working floor is the No. 5 Invinible Double Receiving Separator and a 6-bu. automatic sacking scale; and in the

warehouse floor will be a 3,000-lb. dormant scale.

The machinery is driven by a 50-h. p. three phase induction motor placed in the basement, the transmission of power to cupola being by rope.

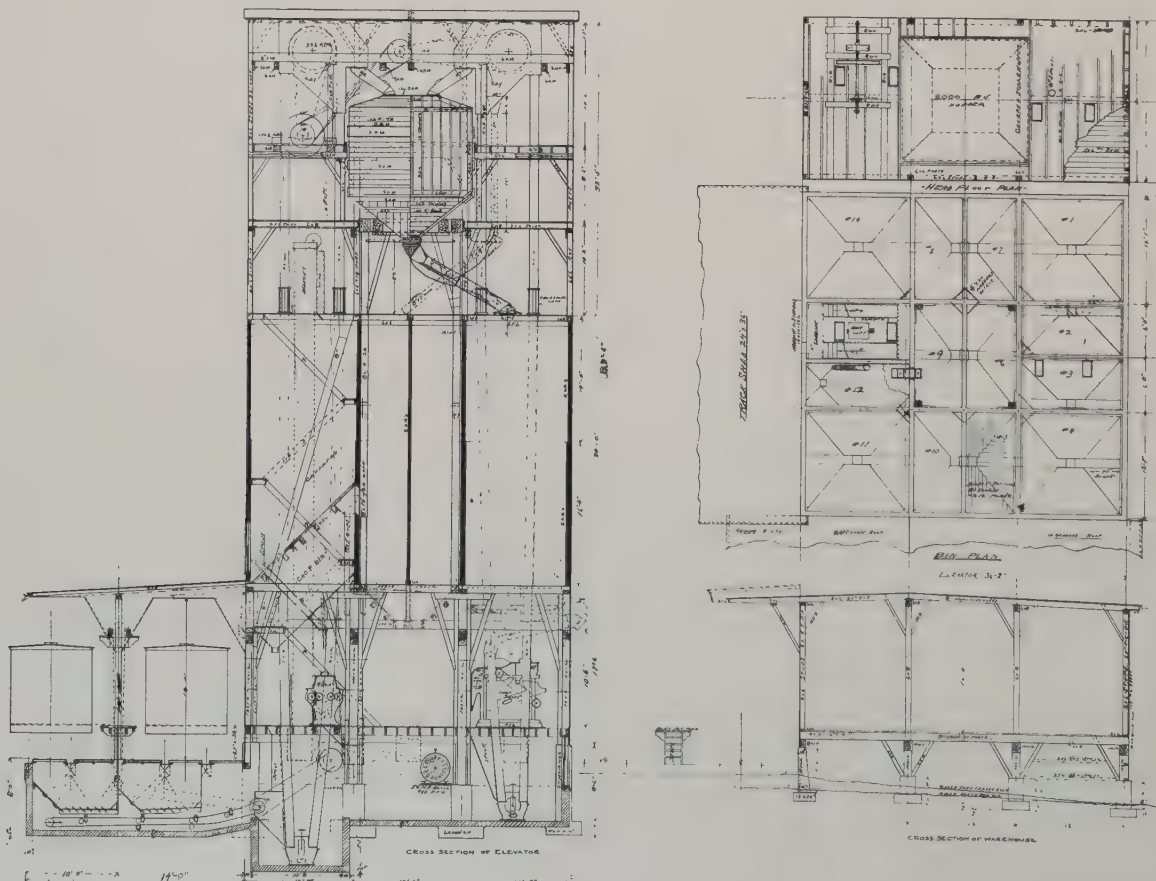
The placing and unloading of cars is facilitated by the Friedline Radial Car Puller Sheave and Weller Improved Power Shovel. Grain is weighed on a

100,000-lb. Hopper Scale in the cupola and is loaded into cars thru an 8-in. flexible telescoping spout. Both stairway and manlift give easy access to the cupola.

All walls of the elevator, warehouse and track shed are covered with No. 28 galvanized corrugated iron and the roofs are coated with 4-ply tar and gravel. The plant was designed and erected by Fred Friedline & Co.



New Elevator and Warehouse of J. M. Trenholm & Co., at Memphis, Tenn.



Cross Sections Thru Elevator and Warehouse and Bin Plan of Elevator of J. M. Trenholm & Co., at Memphis, Tenn.

Selling Grain on Buyer's Grading.

[From a paper by C. E. R. Winthrop, Wichita, Kan.]

I presume that at some time in his business career every shipper has been tempted into shipping grain into Texas or the Southeast on destination grades. If he was born under a lucky star and the market held strong to higher, the results were quite likely to have been fair to good, but if he persisted in tempting Fate by shipping on the same terms, sooner or later, he was led to regret his faith in man and especially in grain buyers.

Grain sold upon the inspection of the buyer or parties interested, has a peculiar habit of getting out of condition, not being up to sample, shrinking three or four pounds in test weight, white corn changing to mixed while in transit, when the market is declining.

It is known that some dealers who buy grain on their own grading have become so expert in the inspection business they can tell when corn is "hot on arrival" without examination of the contents of car.

An Oklahoma shipper, on a contract calling for destination inspection, received a telegram advising "Corn arrived heating. Can be handled on contract at 5 cents discount."

He was on hand next morning without announcing his coming. He found the original seals still on the cars and when opened, all the grain in good condition. When he called on the receiver, "It was all a horrible mistake, I confused the car numbers." The matter was settled by the receiver paying all expenses. Would the mistake have ever been discovered if the shipper had not been there looking after his own interests?

Some shippers are just as slippery as any of the receivers and if they can get their drafts paid before shipment arrives their grain is always well sold. I heard of one shipper who boasted that he did not need to trade but once with a receiver as there were so many he would not be able to get around during his business career. The plan I advocate will serve as a check upon that class, as it does upon the other.

Texas and Louisiana comprise the largest territory buying Kansas and Oklahoma

grain and grain products for local consumption where it is not possible to get official or disinterested inspection as between the buyer and shipper. Oklahoma being nearest, it is their natural outlet with Kansas supplying more or less according to crop conditions.

So far as Kansas is concerned, little grain is moving south that could not be inspected by the Kansas state inspection department, but with Oklahoma grain going into the same territory in competition, and sold on destination or guaranteed grades, it makes conditions such that Kansas shippers can hope to do nothing without the hearty co-operation of Oklahoma shippers.

Nearly every year the territory mentioned is compelled to go beyond Kansas and Oklahoma for some of its grain supplies and when it comes to buying out of Kansas City or St. Louis, buyers not only buy on the inspection at these markets but upon the weights as well. Why? Because they can buy on no other terms.

If the grain shippers of Kansas and Oklahoma will organize an inspection department with rules fair both to shipper and receiver and place the work in competent hands, with deputies at convenient points so no shipper of the two states need send a car of grain south without being able to get disinterested inspection upon it, we can bring the southern buyers to our terms in very short order.

I am just as much opposed to biased inspection in the interest of the seller as I am of inspection in favor of the receiver and advocate asking the Texas Ass'n to join in the establishment of this inspection department so that all interests may be protected. You will, no doubt, hear some objection from Texas as to joining this movement, claiming that they already have official inspection. My experience with it is that it is just about as disinterested and reliable as was the inspection at other terminal markets over the country before the different associations started to looking out for their members' interests and insisted upon grading grain according to its merits.

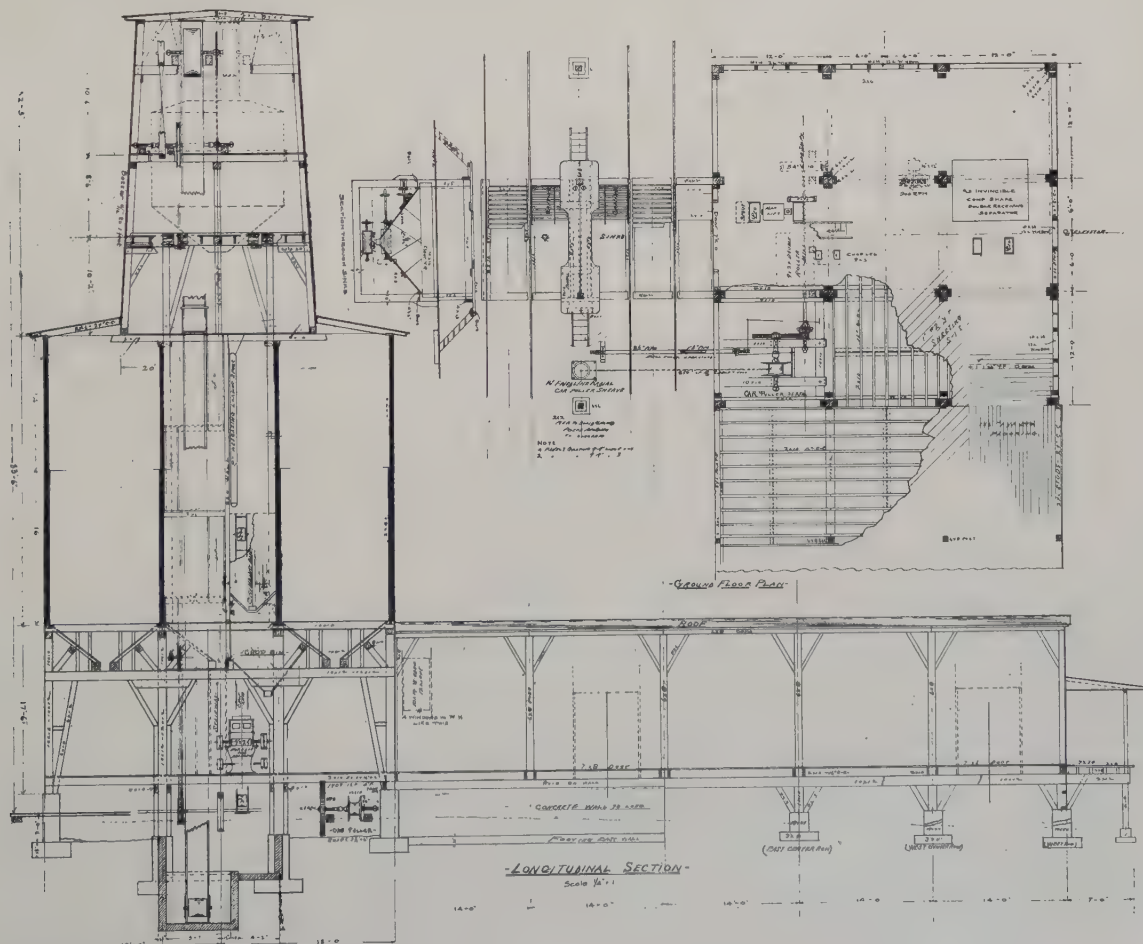
Be careful as he may, a shipper sometimes allows something to get into a car that should not be there, with the result

that it does arrive heating and can not be put in merchantable condition by the receiver with the facilities at hand. How many have faced a proposition of this kind possibly with all diversion privileges used or the car at the end of some line with no chance to forward it without paying the sum of the two locals.

With disinterested inspectors catching these shipments while they are yet in a direct line for Galveston or some other large market, having facilities for handling off-grade grain, the shipper could, by making arrangements with the inspector beforehand, be notified if any of his shipments were likely to cause trouble and he could then arrange to have them looked after before they got so far away that he would be forced into an extra loss on account of their getting in worse condition and being compelled to make disposition of them after they had reached some out of the way place.

The ground can be thoroughly covered with inspectors at a few points. Denison covers the Frisco and Katy, Gainesville the Santa Fe, with Waureka, Okla., on the R. I. and some point on the Orient, preferably at Chillicothe, Tex., and you are in a position to catch 90% or more of the Kansas or Oklahoma grain going into Texas, while a deputy at Ft. Smith and one at some division point on the R. I. in eastern Oklahoma would cover the ground for most shipments to lower Ark. and La. If all the grain moving into the territory mentioned was given the advantage of this inspection, the burden should not be heavy and the result would be more satisfactory to the shippers.

An effort is being made to induce Congress to increase the appropriations for the United States bureau of standards in order to aid and further the work of the state sealers and other officers in adopting standard practices and methods for inspecting and sealing weights. The work under the last appropriation disclosed considerable discrepancies in the matter of weights and measures.



Longitudinal Section and Floor Plan of J. M. Trenholm & Co.'s Elevator and Warehouse at Memphis, Tenn.

Condition of Corn on Arrival in Europe.

During 1906, 1907 and 1908 representatives of the U. S. Dept. of Agriculture examined 175 cargoes of American corn arriving in Europe, and found that out of 15,077,987 bus. of No. 2 corn, 12.7 per cent was in a heating condition. Their observations have been published in Circular No. 55 of the Bureau of Plant Industry, issued Mar. 26, by John D. Shanahan, Clyde E. Leighty and Emil G. Boerner, from which we take the following:

The moisture content of the cool corn varied from 12 to 20.6 per cent, an average of 17.1 per cent. Approximately 2,748,000 bus. or 50.2 per cent of the cool corn contained moisture exceeding 18 per cent.

The percentage of corn found heating or hot on arrival increased as the moisture content increased, as shown in the following table:

Considerable quantities of the corn shipped during the winter months, as well as that shipped during the spring months, arrived heating. The highest percentage of hot corn was found in the shipments made during May. None of the corn shipped during October and November was out of condition. A comparison of the months in which the corn was shipped and the percentages found heating on arrival is made in the following table:

During the season 1907-8, 1,299,075 bus. of artificially dried corn was examined on arrival and 54,314 bus., or 4.1 per cent, was found to be in a heating condition.

None of this so-called "dried" corn which arrived cool showed a moisture content of less than 15.2 per cent, while some of the cool corn contained as high as 19.4 per cent of moisture, and the corn found heating in the various cargoes was quite evenly distributed from that containing the lowest to that containing the highest percentage of moisture, showing that the partial drying of corn containing high percentages of moisture so disturbs conditions as to cause it to be generally unsafe for ocean shipment.

These investigations have led to the conclusion, which is believed to have been clearly demonstrated in the tables and diagrams, that the moisture content of corn, and of other grains as well, is the primary factor determining their capacity to carry safely in ocean transit without deterioration, and the importance of this factor has been emphasized throughout the work. Corn in which the moisture content is sufficiently low will carry safely under ordinary conditions of ocean transit for any reasonable length of time during any season of the year, no matter where it is stowed in the vessel, while corn containing a high moisture content is constantly in danger of heating at any time owing to a variety of contributing causes.

RECOMMENDATIONS.

(1) That the moisture content of all grain exported be kept as low as possible, in order that high temperatures, long voyages and other harmful conditions encountered may not cause it to become heated and damaged in transit.

(2) That corn containing more than 13½ per cent of moisture and wheat containing more than 12 per cent of moisture, at the time of loading, be not stowed in ships against or near unpro-

tected boiler and engine room bulkheads, unprotected propeller-shaft tunnel coverings, or in the coal-bunker holds of ships.

(3) That partially artificially dried corn which before drying contained high percentages of moisture or which had been in a heating condition before being partially dried be not shipped for export.

(4) That corn that has been partially or wholly artificially dried and that has been mixed with corn not dried that contains high percentages of moisture be not shipped for export.

(5) That all corn shipped for export be made as clean as possible and that care be taken to distribute evenly through each hold broken particles of corn, dirt and foreign matter not removable from the grain, which usually collect under the hatches of the ships during the process of loading.

(6) That grain for export be not loaded into ships when it is raining and that care be exercised not to admit water in any manner into the holds where grain is stowed.

(7) That all shifting boards and all dunnage of every description placed in holds where grain is stored be dry.

(8) That heavy freight, and especially damp cotton or wet lumber, be not stowed in the holds of the ships upon the top of grain for export.

(9) That grain for export be not loaded into ships at any considerable time before they are ready to leave port.

(10) That all grain-carrying ships be provided with additional or "false" bulkheads in such manner as to provide air spaces of from 12 to 18 inches next to and between the boiler and engine room bulkheads and those of the cargo holds; that these false bulkheads and all metal shaft tunnel coverings be re-enforced with plank sheathing next to the cargo, and that the air spaces thus formed between the bulkheads, as well as the pro-

PELLER-SHAFT TUNNELS, be connected with ventilators.

(11) That when exporting wheat which contains considerable quantities of wild garlic the advisability of artificially drying and cleaning the wheat in order to remove the garlic be considered.

(12) That the commercial grades of corn for export be recast and the grading be done in such manner that the corn may be bought and sold upon the basis of its dry-matter content, considered together with its apparent quality, and that 12 per cent of moisture be considered as a commercial basis from which to figure corn values.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the seven months prior to Feb. 1, amounted to 119,840,511 lbs., against 117,601,612 during the corresponding period ending Feb. 1, 1909.

Exports of rice, rice bran, meal and polish in the seven months prior to Feb. 1, aggregated 18,800,807 lbs., against 16,385,716 lbs. during the seven months prior to Feb. 1, 1909.

During the seven months prior to Feb. 1, of foreign rice, rice flour, rice meal and broken rice, we re-exported 4,608,222 lbs., against 4,525,953 lbs. during the seven months ending Feb. 1, 1909, as reported by O. P. Austin, chief of Bureau Statistics.

Exports of Glucose, Corn Oil and Corn Oil Cake.

During the seven months prior to Feb. 1 we exported 83,351,166 lbs. of glucose, 6,900,975 lbs. of corn oil and 28,172,261 lbs. of corn oil cake, against 66,638,000 lbs. of glucose, 9,997,725 lbs. of corn oil and 29,093,875 lbs. of corn oil cake during the corresponding period ending Feb. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Moisture content. <i>a</i>	1905-6.		1906-7.		1907-8.		Total.	
	Quantity examined.	Proportion found heating or hot.	Quantity examined.	Proportion found heating or hot.	Quantity examined.	Proportion found heating or hot.	Quantity examined.	Proportion found heating or hot.
	<i>Per cent.</i>	<i>Bushels. b</i>	<i>P. ct.</i>	<i>Bushels.</i>	<i>P. ct.</i>	<i>Bushels.</i>	<i>P. ct.</i>	<i>Bushels.</i>
12 to 14.....			563,835	6.7	8,530	0.0	572,365	6.6
14.1 to 16.....	505,542	1.4	1,340,090	10.7	735,813	6.3	2,581,445	7.7
16.1 to 18.....	3,034,205	8.3	1,946,142	33.2	1,474,590	4.1	6,454,937	14.9
18.1 to 20.6.....	763,382	31.5	2,748,184	10.6	1,906,022	8.2	5,417,588	12.8

a According to tests made of the cool corn in each cargo, except in cases where all the corn was heating or hot.

b Except cargoes Nos. 33 and 34.

c This corn contained 14 per cent of moisture and was only slightly heating and not discolored, a condition known in Europe as "dry heat."

Month.	1905-6.			1906-7.			1907-8.			Total.		
	Cargoes. (a)	Quantity examined.	Proportion found heating or hot.	Cargoes. (a)	Quantity examined.	Proportion found heating or hot.	Cargoes. (a)	Quantity examined.	Proportion found heating or hot.	Cargoes. (a)	Quantity examined.	Proportion found heating or hot.
		Bushels.	P. ct.		Bushels.	P. ct.		Bushels.	P. ct.		Bushels.	P. ct.
October.....				5	198,480	0.0				5	198,480	0.0
November.....				9	529,609	.0				9	529,609	.0
December.....	2	149,999	3.6	14	622,765	3.4	7	401,507	2.5	23	1,174,271	3.1
January.....	11	1,751,935	7.6	14	1,004,576	24.1	13	1,171,348	7.2	38	3,927,859	11.7
February.....	3	402,129	22.6	13	1,491,405	18.0	14	1,481,137	6.8	30	3,374,671	13.6
March.....	5	702,632	.5	17	1,359,209	17.9	12	693,824	2.0	34	2,755,665	9.5
April.....	11	1,296,434	20.6	13	996,910	16.8	6	351,425	15.8	30	2,644,769	18.6
May.....	2	51,552	49.9	3	395,397	45.2	1	25,714	.0	6	472,663	42.3

a The number of cargoes examined during the month in each case is shown.

Tables Showing How Moisture Content and Month of Shipment Affect Export Corn.

Suit on Contract for Sale of Seed.

The United States Circuit Court of Washington has decided the suit by Chas. S. Brent & Bro., of Paris, Ky., against the Chas. H. Lilly Co., of Seattle, Wash., involving the construction of a contract of sale of seed, plaintiff computing a bushel of Kentucky blue grass seed as 14 lbs., and defendant computing a bushel at 21 lbs.

Following are the offer, acceptance and confirmations upon which the misunderstanding arose:

Paris, Ky., June 17, 1908.

"Mess. Chas. H. Lilly & Co., Seattle, Wash.—Dear Sirs: We offer you, for wire acceptance and if unsold 325 bags of fancy cleaned true Kentucky blue grass seed at \$1.40 per bu., f. o. b. cars here. August, Sept. or October shipment. Samples of the new crop will not be ready before the first of August, but we will guarantee to deliver only new crop and that it will test 21 pounds to the measured bushel.

"Hoping to be favored with your order, we are

Yours truly, Chas. S. Brent & Bro."

"Seattle, Wn., June 22nd, Chas. S. Brent Bro. Book order one minimum car Kentucky blue grass yours seventeenth.

"The Chas. H. Lilly."

"Paris, Ky., June 23, 1908.

"The Chas. H. Lilly Co., Seattle, Wash.—Gentlemen: Your telegram of the 22nd accepting our offer of one car load fancy cleaned Ky. blue grass seed, testing 21 lbs., at \$1.40 per bu. f. o. b. cars here, came to hand late and we wired you promptly this a. m. acknowledging the order. We now confirm the trade and await your advice. Trust that you will let us know which month you prefer shipment, as the early shipments generally tax our capacity and we do not want to delay your shipment if you wish it to go early.

"Thanking you for the order and awaiting your further advice, we are

"Yours very truly,

"Chas. S. Brent & Bro."

On sending its telegram of June 22d, defendant immediately confirmed it by mailing to plaintiff one of its printed forms of purchase contract on which were typewritten after the words "ship when" the words "Aug.—Sept.—Oct.—1908. Our option," and below, in the body of the page, appears the following:

"One minimum car new crop fancy cleaned true Kentucky blue grass seed weighing 21 lbs. to the bu. \$1.40 per bu. f. o. b. cars Paris, Ky. Per your quotation June 17th. Confirming our wire to you this date as follows: 'Book order one minimum car Kentucky blue grass yours seventeenth.' Please acknowledge."

This is signed by defendant per Mr. Leckenby, the manager of its seed department. On receipt of this plaintiff wrote to defendant as follows:

"Paris, Ky., June 27, 1908.

"The Chas. H. Lilly Co., Seattle, Wash.—Gentlemen: Yours of the 22nd (Your No. 7272) confirming purchase of blue grass seed from us duly to hand and seems to be correct. 325 bags fancy cleaned true Kentucky blue grass seed, testing 21 lbs. to the measured bushel, at \$1.40 per bu. (14 lbs.) f. o. b. cars here.

"While the shipment is optional with you as to Aug., Sept., or October, yet we would like for you to express your preference now so that there will be no delay in making the shipment when you want it. You understand that we are generally very much rushed during these months and would not like to sell to others up to capacity for August and then learn that you wanted your car shipped that month.

"Awaiting your further favors,

"Yours very truly,

"Chas. S. Brent & Bro."

Five days later defendant answered the foregoing letter as follows:

"Seattle, 7-2-08.

"Chas. S. Brent & Bro., Paris, Kentucky—Gentlemen: Answering your favor of the 27th, we wish to correct your understanding of our order. This called for minimum car of 15 tons and not for 325 bags.

"We would like to have shipment between August 15th and September 15th, providing new crop is harvested by that

time, but notify us and send sample before shipping so that we will be ready to take care of the seed.

"Yours truly,
"FL/H.

The Chas. H. Lilly Co.
By Frank Leckenby,
"Vice Pres."

The court said: Defendant, having received the letter of June 27, allowed plaintiff to rest under the belief that it acquiesced in the construction of the contract fixing a bu. at 14 pounds until after the seed had been delivered on the railroad car, and had started on its westward journey. Further, the evidence shows that defendant was the largest seed dealer in the northwest, and perhaps the largest on the Pacific Coast. It had for a number of years issued an annual seed catalogue, and in listing Kentucky blue grass seed its catalogue had invariably referred to a bushel as 14 pounds. It is very likely true, as claimed by defendant, that this was merely intended to inform farmers and others sowing the seed that 14 pounds by weight should be sown where the directions called for the sowing of a bushel. It is to be noted, however, that regardless of the quality of the seed (it being undisputed that the better the quality the greater the weight of a measured bushel) 14 pounds is invariably designated as a bushel in defendant's catalogues. The evidence makes it clear that persons desiring to buy blue grass seed intelligently must be informed of the weight per measured bushel for the purpose of testing the quality of the seed, whether it is to be sold by the pound or by the bushel. It is apparent that, since the increased weight per measured bushel is brought about by cleaning the seed from chaff and similar waste, a greater weight shows a better quality, and therefore the weight per measured bushel is an important fact, regardless of the method of computing quantity. An experienced seed dealer knowing these facts could not have been misled as to the meaning of the letter of June 27. Construing the entire correspondence in the light of the undisputed evidence, I have no hesitation in concluding that the defendant is bound, especially in view of the letter of June 27, to treat 14 pounds as a bushel.—174 Federal 877.

I like the Grain Dealers Journal. Every dealer should have it.—L. Schnell, St. Charles, Minn.

A Modern Elevator at Allenville, Ill.

Herewith we reproduce a modern Illinois elevator which was recently erected by Morris & Stone at Allenville, in place of the elevator burned a year ago.

The building is 54x66 feet and rests on a solid stone foundation. In constructing this station the firm observed the insurance company requirements to the letter, and as a result have fine building, covered with corrugated steel. The house has a storage capacity of 35,000 bus. and is equipped with four dumps in a lean-to driveway. A chain conveyor feeds a Western Sheller from both sides, while a spiral conveyor takes the small grain to the sink, which contains two boots. Two legs elevate the grain to the distributing spout. The house is also equipped with a Western Gyrating Cleaner, hopper scale and a Mattoon Loader.

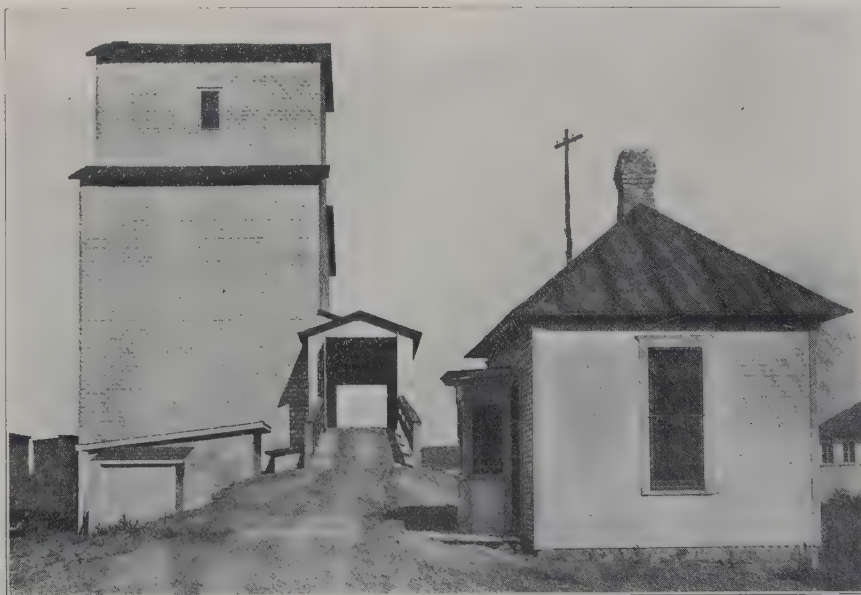
A 35 h.p. gasoline engine, conveniently housed in a fireproof engine room separate from the elevator, furnishes the power by shaft transmission.

The machinery is arranged in such a manner as to greatly facilitate the labor of operating at full capacity. Perhaps the most redeeming feature of all is the fact that there are no death traps or unprotected shafts or belts in the house. All stairways and trap doors are guarded by strong railings.

The elevator is equipped with the latest machinery, including power shovel and automatic scales. A mill has been installed to do custom grinding and turn out cracked corn and meal.

The office is located a short distance from the eltr. on the driveway leading to the dump approach. It is a very commodious frame building and well suited to its needs. The firm has been in business for about three years and also operates an elevator at Mattoon.

At the annual meeting of the Corn Products Refining Co. recently the statement for the fiscal year shows that profits from operation for the year ending in February were \$3,118,406, against \$3,499,653 the year preceding. The total sales were larger in 1909, but the high price of corn and the low price of products, resulting from competition, cut down the profits.



New Elevator of Morris & Stone at Allenville, Ill.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Board of Trade has established a call in grain and cotton-seed products, opening daily at 11:30 and closing at noon. All transactions are spot cash before delivery. The call has brot the grain dealers into closer relations.

Little Rock, Ark.—The Supreme Court of the United States decided, Apr. 4, that the action of the state of Arkansas in requiring railroads to furnish cars for local shipments within five days from the time they were ordered was a burden on interstate commerce.

Little Rock, Ark.—This state has two distinct demurrage laws, one of which was passed by the last legislature, and a variety of rules by the state R. R. commission, which is endeavoring to use the two laws as a basis for new rules that will eliminate their old.

CALIFORNIA.

San Francisco, Cal.—Peter Lamb, for many years in charge of the export business of Balfour, Guthrie & Co., died Mar. 27.

Newmark sta., Los Angeles p. o., Cal.—Arthur F. Schickl was sentenced, Mar. 24, to four years' imprisonment for embezzling \$300 from the Newmark Grain Co., while acting as its bookkeeper in 1908. Evidence showed that he had a regular system of operating and that his speculations amounted to thousands of dollars.

Modesto, Cal.—The Langdonmerl Co. incorporated to deal in grain, poultry, live stock, products manufactured from slaughtered live stock, agricultural products, and to build grain eltrs. and such other buildings as it may require; capital stock, \$500,000; directors, W. H. and Myrtie Langdon, G. P. Shafer, J. A. Dunn and others.

Woodland, Cal.—J. C. Henderson, pres. of the California Alfalfa Meal Mfg. Co., has notified Mgr. S. H. Lackland that the machinery has been ordered for the plant here, that he is having plans and specifications prepared and will soon invite bids for construction. Mr. Lackland has stock subscriptions for more than \$4,000. California has 306,000 acres in alfalfa and only three mills in operation, while Kansas, with an acreage something over three times as large, has more than 100 mills in operation.

CANADA.

Tees, Alta.—The Alberta Pacific Eltr. Co. will build an eltr.

Craik, Sask.—Farmers will build an eltr. here. G. W. McLean is sec'y of their company.

Bow Island, Alta.—The Western Farmers Eltr. & Mfg. Co. is building an eltr. and a mill here.

Moosejaw, Sask.—The government eltr. burned in the morning of Mar. 30, with 14,000 bus. of grain.

Gilbert Plains, Man.—The 30,000-bu. eltr. of the Canadian Eltr. Co., containing more than 12,000 bus. of grain, burned Mar. 24.

Maple Creek, Sask.—The Alberta Pacific Eltr. Co. will build an eltr. here, at Walsh and at other points in western Saskatchewan.

Fort William, Ont.—The new eltr. of the Grand Trunk Pac. Ry. was opened for business recently. It has a storage capacity of 3,000,000 bus.

Lethbridge, Alta.—The recently organized Western Farmers Eltr. & Mfg. Co. will have its headquarters here and intends to build several eltrs.

Chigwell, Alta.—Considerable eltr. construction is planned for this season. The Alberta Pacific Eltr. Co. will move its eltr. from this place to Clyde.

Rosthern, Sask.—The eltr. here of the Dominion Eltr. Co. burned in the morning of Mar. 30, destroying 5,000 bus. of wheat. Loss, \$7,000, partly insured.

Montreal, Que.—The harbor commissioners are adding to their eltr. another marine tower and leg with up-to-date equipment. Its capacity will be 17,500 bus. per hr. It is of steel construction and the work is being pushed to get it ready for the opening of navigation.

Moosomin, Sask.—The eltr. of the Dominion Eltr. Co. burned about 3 o'clock in the morning of Mar. 30. It contained about 8,000 bus. of wheat and 6,000 of oats. Hugh Jack, the company's agt., had been shipping out the day before and a loaded car of wheat on track also burned. The water failed when needed, the hydrants nearest the fire were frozen.

Port Colborne, Ont.—J. L. Weller, supt. of the Welland Canal, was here recently arranging for the construction of a third pier in the outer harbor, that will make another 200-ft. slip near the government eltr. The Grand Trunk is considering discarding the old eltr. in the inner harbor and using the government eltr. for lightering boats which could then come down drawing 17½ ft. of water and could carry an additional 10,000 to 15,000 bus. of grain on each trip.

Ottawa, Ont.—As grounds for prosecutions against owners and operators of western eltrs. on the charge of fraudulent returns on the grading of grains the Dept. of Trade & Commerce has been investigating the mixing of grains in some eltrs. in a manner contrary to the provisions of the Grain Act, for the evasion of which heavy penalties are provided. Superior and inferior grades are alleged to have been so blended that exported wheat is down to the minimum of its class and its price seriously affected in foreign markets.

Toronto, Ont.—A cereal milling merger has been formed embracing eight large companies of this province, P. McIntosh & Sons of Toronto, Ames Wilson & Sons of Fergus, Walter Thompson & Sons of London, the Woodstock Cereal Co. of Woodstock, D. R. Ross & Son of Embro, Martin Bros. of Mt. Forest, the Tillson Co. of Tillsonburg and the Flavell Mfg. Co. of Lindsay. J. D. Flavell is pres. of the new company that will be operated under the name of the Canadian Cereal & Mfg. Co. Its headquarters will be in this city and \$1,000,000 additional capital will be invested.

WINNIPEG LETTER.

The Ogilvie Flour Mills Co. is taking down the old eltr. alongside its oatmeal mill and will double the capacity of the oatmeal plant.

The Lake of the Woods Mfg. Co. will build a number of eltrs. thruout the country this summer to keep up with railway expansion.

The Prairie Eltr. Co. incorporated; capital, \$100,000; incorporators, A. E. Choate and E. B. Eadie of Winnipeg, Robert Hume of Fort William and others.

At the request of the Manitoba government the executive committee of the Grain Growers Ass'n nominated John Kennedy, pres. of the Grain Growers Grain Co.; F. B. McLennan of the grain commission firm of McLennan Bros.; E. Estlin, expert in eltr. construction formerly with the Northern Eltr. Co. and W. C. Graham as commissioners to inaugurate a system of government-owned eltrs. Mr. McLennan has declined the nomination.

The wires of the telegraf companies that were excluded from the floor of the Winnipeg Grain Exchange, Feb. 1, on account of a disagreement about rent, were restored Mar. 29 and business is conducted as before. The exchange has gained the point of obtaining rental for its trading-room floor space and the companies claim to have gained what they wanted as they will close their offices in the lower part of the building and only pay rent for the trading floor. As the exchange can rent its lower offices to advantage all concerned are satisfied.

Claims amounting to several thousand dollars will be made by Winnipeg grain exporters against the Canadian Pacific R. R., the Canadian Northern R. R. and the Port Arthur & Thunder Bay Eltr. Co. for overcharges for switching cars at lake ports during the last two winters. When navigation is closed in winter, shippers who dispatch grain over the Canadian Northern line from western points are obliged to have it switched to the Canadian Pacific tracks at Fort William. For this service a charge of 1c per cwt. is levied, with a minimum charge of \$4 per car and a maximum of \$8. The shippers have been paying this, but it has been discovered that since Sept., 1908, they have been paying twice the rate decreed by the railway commission at that time.

At a recent session of the agricultural committee of the legislature a deputation of grain dealers filed a protest against the government bill for the establishment of a system of government-owned eltrs. They objected to the entire bill as unfair to those who had large sums of money invested. They denounced the agitation which culminated in the measure as the work of a grain company that would harvest huge profits from a system of government storage. They urged that legal difficulties would necessitate intricate legislation to establish an unfair system that must necessarily be a financial failure. The deputation consisted of W. M. McWilliams, S. P. Clarke, N. W. McWilliams, Robert Evans, C. H. Leaman, C. B. Piper, F. A. Fowler and A. J. Andrews. Mr. Andrews spoke for the deputation, and said the only justification for government ownership of any industry was because it was a public utility, or a natural monopoly, or something that by reason of growth had become an artificial monopoly. These conditions, he said, did not apply to the eltr. business.

The Grain Act had so amended conditions as to safeguard the interests of everybody using eltrs. No body of capitalists would purchase and operate a system of eltrs. apart from other branches of the grain business. It would be like a bank putting up bank buildings to rent to others. He argued that the Dominion government, that had established the conditions under which the eltrs. are operated, should take them over if necessary and charged that the promoters of the bill were working on the false sentiment that eltr. owners were taking advantage of the farmers. It was a scheme of certain parties to get financial backing of the whole people to assist them in carrying on a private enterprise. If the government proposed to promote the scheme, fair treatment should be accorded the eltr. men and the fair course would be for the government to take over all the eltrs. whose owners were willing to sell; also, it was not reasonable to take over any eltrs. that were not profitable investments.

CHICAGO.

The rate of interest for advances on Bs/L for April has been fixed at $5\frac{1}{2}\%$.

Edwin N. Cook of Triumph, Ill., has been engaged by ReQua Bros. as cash grain salesman on the floor of the Board of Trade.

CHICAGO CALLERS: C. E. Metzler, American Cattle & Poultry Food Co., Binghamton, N. Y.; H. M. Allen, mgr., Allen & Wheeler Co., Troy, O.

The biggest car of corn ever received at Chicago was unloaded Mar. 16 at the Minnesota Eltr. It was St. P. & DeM. 9090 and contained 142,450 lbs.

W. N. Eckhardt of the Pope & Eckhardt Co. writes from French Lick, Ind., that he and his wife had a narrow escape when their hotel burned. His wife has been under a doctor's care as a result of their trying experience.

Thomas F. McMahon, official reporter of the wheat pit and an employe of the Chicago Board of Trade for 25 years, died suddenly of heart disease during the night of Mar. 29, after having been on duty as usual that morning tho not feeling well.

Alexander McDougall, a Board of Trade operator, recently placed an order for a family monument that will have the unique feature of his name in fac simile of his signature carved in large letters on the monument which will be placed in the family lot in Lake Forest Cemetery.

"Graft" in the purchase of hay for the city fire department has been uncovered. Politicians have been profiting at the expense of the taxpayers and to the injury of the horses. H. R. Whiteside, official hay inspector of the Board of Trade, visited 19 engine houses and at none did he find hay of the quality specified in the contract.

Ten concrete and steel grain storage tanks will be erected for the Star & Crescent Milling Co. by the Seckner Co. at its mill in South Chicago. The tanks will be 16x78 ft. and have a capacity of 125,000 bus., including the interstices. They will be built on pile foundation in two rows of 5 with conveyor to the mill, in which is a limited storage. The mill has been storing much wheat in the Rialto Eltr. across the slip and in other houses and the additional storage will be a valuable adjunct. The construction will be of the most substantial character.

The creditors of John Dickinson agreed, Mar. 25, to accept his offer to settle on the basis of 15 cents on the dollar. Their claims aggregate approximately \$250,000. His assets originally amounted to \$60,000 that dwindled during prolonged bankruptcy proceedings. The deficiency of the \$40,000 required to settle with his 250 creditors will be made up by his friends, it is alleged.

Membership in the Board of Trade has been applied for by Joseph W. Seibel, Louis M. Josephthal and Frederick Paxson. Transfer of membership has been applied for by Theodore Speltz, William H. Ferguson and the estates of David Davis and William B. Paxson. The directors recently admitted to membership Arthur R. Chenault and John W. Davis. A membership sold recently for \$3,100 net to the buyer.

Eleven customers of Eugene Purtelle & Co. have brot suit to recover \$5,000, for an accounting and for the appointment of a receiver. Recently the sheriff broke into the safe deposit box of the firm and took \$5,100 to satisfy an execution. Purtelle has brot suit against the sheriff for damages. A few months ago Purtelle brot suit against a member of the Board of Trade for damages on account of utterances regarding the character of Purtelle's business.

Willis F. Johnson, a member of the Board of Trade since 1855, died suddenly of heart failure, Mar. 26, aged 76. His birthday occurred recently and his Board of Trade friends presented him with 76 American Beauty roses. He had visited friends in the visitors' room of the exchange but two days before his death. He was born at Big String Point, N. Y., moved with his parents to Palatine, Ill., when he was ten years old, entered business at Morrison, Ill., came to Chicago in 1873 and entered the firm of S. H. McRea & Co. Ten years later he founded the firm of W. F. Johnson & Co., from which he retired three years ago on account of failing health. He is survived by a widow and two daughters.

Hay market here is rather dull. Salesmen are finding considerable difficulty in disposing of anything unless it is strictly fancy. Nearly every team track in Chicago has more or less hay on it that is out of condition, and it is becoming almost impossible to move this class of goods. Buyers have filled up with it until they have very little room left. Several cars of damaged hay have already been turned over to the railroad company on account of inability to secure freight charges. If this poor hay which is on our market at present would get cleaned up, prices would do better, but it is hard to say just how long it will be before we are thru with it.—W. R. Mumford & Co.

The uniform demurrage rules allow 24 hours for disposition of grain from the first 7 a. m. after inspection and 48 hours for the unloading of grain after it has been set at the place for unloading. Our attention has been directed to the fact that the new rules are in some cases being applied by the carriers based upon the arrival of grain here. The proper date to be used is the date of origin in the country, and demurrage charges should, therefore, be based upon the old rules upon presentation of proper evidence that the grain was shipped prior to the effective date of the new rules. The old rules are still in effect on the Grand Trunk Ry.—W. M. Hopkins, mgr. Transportation Dept., Chicago Board of Trade.

The affairs of Ennis & Stoppani, the New York brokerage firm with Chicago offices, have been settled. About 20 cents on the dollar will be paid in cash and the remainder in notes. The firm went into receiver's hands last year with liabilities of \$2,166,867 and assets amounting to \$364,908.

Cash grain men held a meeting in the directors' room of the Board of Trade Apr. 8 to devise means of self protection in calling margins on cash sales. After canvassing the situation thoroly it was decided that E. L. Glaser, chairman of the meeting, appoint 5 and the directors of the Board name 5 of a committee of 10 to look into the matter. Recent failures of two large cash grain firms while indebted to members for grain bot led to this movement for greater security.

Rules of the various railways covering the reconsignment of grain from the inspection track to the end of their rails provide that if orders are not given within the time specified a reconsigning charge of \$2 per car is invariably made. Any demurrage charges under rules governing demurrage will be in addition. The A. T. & S. F. Ry. and the Chicago, Ind. & Sou. R. R. make no reconsigning charge whatever. The C. B. & Q., the C. & E. I. and the C. R. I. & P. require reconsigning orders to be given within 48 hrs. from 7 a. m. following day of inspection. The C. & A., C. G. W. and C. M. & St. P. require reconsigning orders to be filed within 48 hrs. from 12 o'clock noon of the day of arrival of cars, provided inspection is made before 10 a. m. of the day of arrival. If inspection is made after 10 a. m. orders must be given within 48 hrs. from 12 o'clock noon of the day following arrival of cars. The Chi. & N. W. Ry. requires reconsigning orders to be filed before 6 p. m. of the second day after date of inspection, provided inspection is made before 10 a. m. If inspection is made after 10 a. m. the orders must be filed before 6 p. m. of the third day after inspection. The Wabash R. R. requires reconsigning orders to be filed within 24 hrs. after 1:30 p. m. of the day of arrival, if inspection is made before 10 a. m. of the day of arrival. If inspection is not made before 10 a. m., the 24 hrs. will be counted from 1:30 p. m. of the following day. Effective Apr. 13 on interstate shipments and Mar. 12 on Illinois state shipments, the Ill. Cent. R. R. will make no reconsigning charge, regardless of the length of time shipments are held on inspection track. Prior to those dates this company provided in its tariff that it made no reconsigning charge if orders for disposition were received within the free time allowed by the car-service rules. Its new car-service rule reducing the free time from 48 to 24 hrs. went into effect Mar. 3, 1910.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

W. H. Merritt & Co. notified Sec'y Stone of the Board of Trade, Apr. 6, that all open trades with it must be closed out. Within an hour after the exchange opened the firm was in the hands of a receiver, Charles H. Castle, sec'y of the Seaverns Eltr. Co. E. L. Merritt estimated the liabilities at about \$200,000 and the assets \$350,000. He attributed the firm's troubles to the June-like March that caused corn to sweat, sprout and deteriorate rapidly from high to unacceptable grades while in transit. He said "quantities bot at 70c have been refused by purchasers who find it is not

worth even 60c now. We also had heavy expense in running our eltr. The large amount of wet corn that came on the market this year entailed considerable expense in drying it out and getting it in condition." The assets are said to consist of an eltr., open accounts receivable for about \$100,000 and outstanding contracts for the sale of \$90,000 worth of grain. The firm was organized about 20 years ago and has been actively identified with the cash grain business. William H. Merritt is head of the firm and his brother, Eugene L., is a partner. Their fair dealing won respect and confidence and their close application to business made them known as hustlers in the trade. Soon after the failure many friends offered help, but the partners decided to clean up and start anew. Board of Trade creditors then appointed a protective committee with H. A. Rumsey, treas. of Rumsey & Co., as chairman. On complaint to the federal court, Apr. 7, that Mr. Castle was a former employee of the Bank of Montreal and that Board of Trade creditors wanted a grain trader to look after their interests, Judge Carpenter appointed Alonzo B. Lord, a member of the Board receiver for W. H. Merritt & Co. in the place of Mr. Castle. Under his ruling that the grain in the Merritt eltr., claimed by the bank, is part of the assets and so subject to the disposition of the court, he ordered it sold, as all claimants were anxious to have done on account of market conditions. Eugene Merritt states that the sale of the assets is progressing very satisfactorily.

Inability to market fully loans on elevator property, defaults on contracts in which there were losses and refusal by some buyers to margin contracts made long before the present new margin rule was adopted as well as deterioration of corn in transit caused the Burns-Yantis Grain Co., on Apr. 4 to notify Sec'y Geo. F. Stone of the Board of Trade of its embarrassment. Creditors in conference decided that, as the firm was solvent it should continue with the management in control of a committee of creditors, as their interests could be served best by having the firm's affairs liquidated by a practical grain man rather than a receiver, and a committee of four was appointed, consisting of Joseph P. Griffin, Kenneth Mitchell, Lowell Hoit and Adolph Gerstenberg. To this the resident stockholders of the company, Pres. S. W. Yantis and Treas. H. T. Burns agreed. As the company did business in Buffalo, N. Y., as a New York corporation, and also operated the Alliance Eltr. at Hammond, Ind., three receivers would have been required. To avoid the expensive court costs of a receivership the creditors' committee appointed a trustee to represent them. J. C. F. Merrill of Merrill & Lyon, vice-pres. of the Board of Trade. Inspection of the books showed the firm's eastern accounts to have been with some of the best people in the trade, with no bad accounts appearing, as its business had been very profitable until recently when general grain trade conditions became so unsatisfactory. It is almost a certainty that all claims will be paid in full. The liabilities of \$200,000 are about evenly divided between Chicago and Buffalo. The firm came from Buffalo about two years ago and had extensive connections east and west. Mr. Burns said: "We did a cash business of 20,000,000 bus. Our failure is due to three or four unusually adverse situations which developed in the grain trade

of the country, any one or two of which we could have weathered, but together they were too much for us. While the big movement has been taking place a phenomenal drop came in cash grain prices." There is more than a likelihood that the business will be reorganized and continued within a very short time. The eltr. at Hammond represents an investment of \$175,000 and is one of the best and most complete plants of its kind in this territory. Dealers in the east where Mr. Burns and Mr. Yantis are well known, sympathize with them in their misfortune.

COLORADO.

Burlington, Colo.—G. W. Brandt has installed a 20-h.p. Foos Gasoline Engine furnished by Allen P. Ely.

Julesburg, Colo.—The John Cass Lbr. Co. has installed an 8-h.p. Foos Gasoline Engine furnished by Allen P. Ely.

Cheraw sta., Rocky Ford p. o., Colo.—The Cheraw Alfalfa Mlg. Co. incorporated by John Weisthould and others; capital stock, \$15,000.

Fort Morgan, Colo.—Farmers Co-op. Grain Supply Co. incorporated by R. A. Chase, J. D. Brown, and W. S. Simpson; capital stock, \$50,000.

Denver, Colo.—The 200,000-bu. fire-proof eltr. of the F. C. Ayers Merc. Co. is nearing completion. The building of reinforced concrete will stand 130 ft. high from basement to top of cupola and will cost completed about \$65,000.

Denver, Colo.—The Colorado Mlg. & Eltr. Co. has let the contract for the erection of a 40,000-bu. eltr. to the Finton Grain Eltr. Const. Co., work to begin immediately. The plans call for subdivided concrete tanks to provide a fire-proof working house as well as storage.

Golden, Colo.—The eltr. and warehouse formerly used by the Golden Mlg. Co. burned early in the morning of Mar. 20; loss, \$8,000, no insurance. The building has been unoccupied for two years. It belonged to W. L. Cookman of Limon, who had recently traded a farm for it to the bank that then owned it.

Denver, Colo.—The storehouse and eltr. of the Ady & Crowe Merc. Co. burned about 6 o'clock in the morning of Mar. 20, destroying 150 tons of wheat and corn and the same quantity of hay. Insurance covers about two-thirds of the \$65,000 loss. Defective wiring is believed to have started the blaze. The building was three-quarters of a block long, built in the form of a cross, with a 2-story grain eltr. between two 1-story sheds for the storage of hay and sacked grain. The walls were of brick and the superstructure of timber.

ILLINOIS.

Bourbon, Ill.—Sipp & Goodman have succeeded John Sipp.

Ficklin, Ill.—Peter Kruse has succeeded Tom Abrams & Kruse.

Maroa, Ill.—Elliott James has succeeded Newman & James.

Macomb, Ill.—The new firm of Munson & Andrews has started into the grain business here.

Stanford, Ill.—The Stanford Grain Co. is installing an automatic scale and B. S. Constant Dumps. The scale necessitates raising the cupola about 10 ft.

Bryce sta., Woodland p. o., Ill.—A contract to cover its eltr. with galvanized iron was let by the Bryce Farmers Grn. Co. at the monthly meeting held Mar. 11.

Sadorus, Ill.—W. Foote has succeeded Fred Shelly, resigned, as agt. for the Baldwin Eltr. Co.

Tipton sta., St. Joseph p. o., Ill.—J. A. Towner has succeeded U. G. Mills as mgr. of the eltr. of Dryer & Burt.

Rosemond, Ill.—A blaze discovered at the eltr. of Brown & Moxley, Mar. 29, was extinguished by prompt action.

Morrison, Ill.—Renkes Bros. have succeeded the late Abel Renkes, their father, whose death occurred last February.

Franklin Grove, Ill.—The recently incorporated Franklin Grove Farmers Eltr. Co. has succeeded George L. Carolus.

Leland, Ill.—O. M. Danielson has leased the eltr. of the Neola Eltr. Co. and will operate it on his own account.

Mattoon, Ill.—The eltr. of the Mattoon Farmers Grain Co. burned about midnight of Apr. 1, completely destroying both building and contents. Loss, \$10,000.

Round Grove, Ill.—A recent fire that threatened to destroy the eltr. of James A. Mathews was extinguished by club members, to whom Mr. Mathews gave a banquet.

Trenton, Ill.—The Trenton Mlg. Co. has let the contract to the Wangler Boiler & Sheet Iron Works Co. for the erection of two 11,000-bu. steel tanks for wheat storage.

Barrow, Ill.—Good opening here for eltr. man. Have here only a scooper operating crib on lease of right of way. E. L. Atchison has left.—A. J. Brenne-man, agt. C., B. & Q. R. R.

Paris, Ill.—A blaze under the eaves of the eltr. of Rudy & Co., discovered about 5:30 in the morning of Mar. 30 was extinguished with small damage. Sparks from a passing engine supposed cause.

Strawn, Ill.—Stockholders of the Farmers Grain Co. are considering increasing the capital stock from \$10,000 to \$15,000 to reduce the indebtedness and arrange to resume business. John Goembel is sec'y.

New Berlin, Ill.—Fire, believed to have been started by tramps, was discovered in the eltr. of N. C. Twist in the evening of Mar. 18 and extinguished with little damage. No grain was stored in the eltr.

Hull, Ill.—Hull Mlg., Light & Canning Co. incorporated, to do a general eltr., milling, canning and merchandise business; capital, \$10,000; incorporators, George W. Lay, A. L. Maple, J. W. Kuhlman.

Williamsville, Ill.—John W. Prather and Isaac F. Groves have taken over the business of the Brainerd-Prather Grain Co., which they will operate under the firm name of Prather & Groves.—B. P. Grn. Co.

Paxton, Ill.—B. B. Tackwell has bot the eltr. property and grain business that C. O. Thrasher purchased last January from W. H. Westbrook, formerly conducted under the firm name of the Paxton Grain Co.

Yuton station, Bloomington p. o., Ill.—The Yuton Grain Co. incorporated to deal in grain, coal, live stock and farmers' supplies; capital, \$4,000; incorporators, J. N. Hilton, Fred Basting, A. E. Otto and two others.

Peoria, Ill.—G. H. McHugh has been admitted to membership in the Peoria Board of Trade and F. F. Blossom has been admitted thru transfer of the membership of the late B. F. Blossom.—John R. Lofgren, sec'y.

Princeville, Ill.—Fire at the eltr. of Richard Cox, in the afternoon of Mar. 23, was evidently caused by a spark from the gasoline exhaust pipe being blown back against the building. It was extinguished by a bucketful of brine.

Glasford, Ill.—Farmers Lumber & Grain Co. incorporated to deal in lumber, grain, coal, hardware and building materials; capital stock, \$26,000; incorporators, Henry C. Fuller, S. A. McQuown and Charles F. Black.

Bushnell, Ill.—S. A. Hendee has been advised by physicians to rest on account of heart trouble which has confined him to the house for a couple of weeks. His business is being looked after as usual by Mr. Brubaker. Mr. Hendee's condition is improving.

Vermont, Ill.—The Vermont Mills Co. is remodeling its eltr. and installing a warehouse cleaner, a Hall Distributor, Burrell steel spouting and manlift, steel head, legs and conveyor, a 15-h.p. dynamo and 7-h.p. and 10-h.p. motors. Both eltr. and mill will be lighted by electricity.

Pisgah, Ill.—The 23,000-bu. eltr. of Calhoun & Curry burned before 4 o'clock in the morning of Apr. 3, destroying about 20,000 bus. of corn. Loss total, \$20,000; insurance, \$16,000. The eltr. was up-to-date in every respect and had been built last year to replace the one burned Apr. 8, 1909.

New members of the Illinois Grain Dealers Ass'n are: Rumsey, Moore & Co., Peoria; H. H. Palmer, Hillsdale; Moses Dillon Co., Sterling; Frank Hefebower, Sterling; Martens Bros., Randolph; The Coyle Grain & Coal Co., Gridley; and A. R. McCallister, Bentley. —S. W. Strong, sec'y.

St. Joseph, Ill.—U. G. Mills, formerly mgr. of the eltr. of Dryer & Burt in Tipton, has succeeded Charles A. Peabody as mgr. for the St. Joseph Grain Co. and will move his family here in April. Mr. Peabody resigned to enter the real estate business. He has been mgr. since the company's organization.

Colfax, Ill.—An offer of \$8,000 cash for the eltr. and all holdings of John E. Hawthorne, bankrupt, has been received by J. Y. Chisholm, trustee, which offer will be considered by the creditors at a meeting to be held Apr. 15 at the bankruptcy court room, Bloomington, Ill., and accepted unless valid objection is made.

Bismarck, Ill.—A new 50,000-bu. eltr., replacing that burned on the night of Jan. 26, is under construction for Young & Wood on the site owned by B. F. Traxler, to be equipped with a Western Rolling Screen Cleaner, U. S. Sheller, a Richardson Automatic Scale, three dumps and two legs. The Burrell Eng. & Const. Co. has the contract. The old engine that went thru the fire is being overhauled and a new boiler has been purchased.

Bushnell, Ill.—Geo. Weirather expects to have his new feed mill and eltr. ready for operation by June 1. The plant will be equipped with 3 pair high roll, Sprout-Waldron attrition mill, Bowsher Mill and steam power. Storage will be provided for 10,000 bus. From the dump grain will be fed to elevator boot by screw conveyor and distributed to bins by a Hall Signaling Distributor. This plant is on the Rock Island tracks, as is the flour mill and eltr. being erected in place of the burned mill by Nagel Bros., whose plant Mr. Weirather operated before it burned. Nagel Bros. also will ship grain.

Erie, Ill.—C. H. Lane is tearing down his eltr. to replace it with a new one of 40,000 bus. capacity, equipped with three stands of eltrs., a corn sheller and two cleaners, 24-h.p. gasoline engine, a New Era Manlift, a dump scale and an automatic scale. Honstain Bros. Co. is doing the work, to be completed by the middle of May.

Kilbourne, Ill.—Sparks from a passing train are considered responsible for the fire that burned the eltr. of the Turner-Hudnut Co. to the ground during a high wind at noon of Mar. 24. Fire in the corn crib was stopped by cutting the crib in the middle. About 12,000 bus. of shelled corn and some wheat were in the eltr. and about 3,000 bus. of ear corn was burned or damaged. Loss, including grain and buildings, \$15,000, partly insured.

Argo sta., Summit p. o., Ill.—The plant of the Corn Products Refining Co., built here near Chicago, began operation Mar. 28 with a grind of 10,000 bus. of corn. It is being prepared to handle 20,000 bus. daily soon, and will eventually have a daily capacity of 60,000 bus. as the company intends to centralize here a number of its plants in the Middle West. This plant has been under construction for more than a year, and so far \$4,250,000 has been spent upon it. Completed it will cost about \$5,000,000.

The Northern Illinois Grain Dealers Ass'n gave a very pleasant dinner in the German Room of the Grand Pacific Hotel, Chicago, on the evening of Apr. 8. Contrary to the usual practice, the dealers brot their wives. After an excellent dinner, a short visit and a few numbers on the piano by Mrs. Truby of Joliet, the meeting was adjourned to the Princess Theatre where 83 enjoyed "Miss Nobody from Starland." The Ass'n is doing good work in establishing and maintaining friendly relations and confidence.

INDIANA.

Kempton, Ind.—Jordan & Gossard have had a new dryer built at their eltr.

Ockley, Ind.—Frank Butz will move here from Noblesville to work in the eltr. of McComas & Hornbeck.

Connorsville, Ind.—We are figuring on installing a gasoline engine to operate our eltr.—Uhl-Snyder Milling Co.

Brook, Ind.—W. D. Foresman formerly in the grain business here is now mgr. for Randels & Grubb at Avar, Okla.

Fort Branch, Ind.—L. B. Marlette contemplates installing a complete corn and feed mill, with driers for corn and corn flour.

Albany, Ind.—I have bot the flour and feed business here of D. B. Newbarger and will continue it.—Ed Mendenhall, formerly with White River Grain Co., Winchester, Ind.

Terhune, Ind.—W. S. Iutzi has bot the eltr. of Sims & Ashpaugh, that formerly belonged to C. Cunningham, and will take possession May 2. The sale was made thru John A. Rice.

Morocco, Ind.—We have sold our grain business to B. L. Archibald, our competitor at this place, who will remodel his eltr. and handle the grain at this station. —Jno. J. Sell, Rich Bros. & Sell.

Cambridge City, Ind.—Warner Moore & Co., of Richmond, Va., have brot suit against John S. Hazelrigg, for damages, alleging shipment of No. 3 wheat on contract for No. 2.

Winchester, Ind.—The White River Grain Co. discontinued business Mar. 12. —Ed Mendenhall, Albany, Ind.

Purcell sta., Vincennes p. o., Ind.—Albert Oexman has let the contract to Fred Friedline & Co. for the erection of an up-to-date eltr. to cost \$8,000. Construction will begin as soon as material can be delivered at the site.

Gibson, Ind.—A transfer eltr. is contemplated here by the New York Central system, which will establish freight clearing yards to handle freight now transferred in the various yards about Chicago on the Lake Shore, Nickel Plate, Michigan Central, Big Four and C. I. & S. roads.

Plymouth, Ind.—Thomas Tribbey and Charles Mullenhour of Plymouth have bot the eltr. and business of the Plymouth Grain Co. E. W. Ball of Rushville, Ind., and S. K. Bankert of Morristown, Ind. bot the eltr. here of F. P. McFadden for \$9,000 and will operate it under the firm name of Ball & Bankert. They took possession Apr. 1.

Attica, Ind.—Alfred J. Gamble, formerly in the grain business here and at Lafayette, Ind., died in Chicago, Apr. 1, aged 74. He was born in Lincolnshire, England. Ten years ago he retired from active business and moved to Chicago, where he was well known to old members of the Board of Trade. His body was brot here for burial.

Stockwell, Ind.—The eltr. of the Stockwell Grain Co., owned by Morrison & Finch of Lebanon, Ind., burned in the evening of Mar. 28, destroying 2,500 bus. wheat, 2,700 of oats, and 1,000 bus. corn. The engine house also burned, but the office building and the scale house, some distance from the eltr. were saved, tho the scale house was damaged. Loss, \$12,000; insurance, \$5,558 on building and \$1,000 on grain. The eltr. was built 18 years ago and had recently been remodeled. For the past eight years it had been owned by Morrison & Finch who will rebuild. The fire was discovered at 6:30 p. m. by section men after the mgr., E. Teegarden, had left, and is believed to have been caused by spontaneous combustion. It started in the cob bin and the flames ran up the dust and cob spouts into the eltr.

IOWA.

Mitchellville, Ia.—John Barrett is having a new eltr. built.

Cushing, Ia.—Reuber & Bruce will build a 30,000-bu. eltr., 34x36, to cost \$7,000.

Farragut, Ia.—George R. Foulk of Lincoln, Neb., has bot the eltr. of G. W. Venner and will move here.

Boyer, Ia.—George P. Swartz has succeeded H. B. Hansen as local mgr. for the Trans-Mississippi Grain Co.

Shannon City, Ia.—I have succeeded Bowen & Regur at this point.—G. A. Snyder, former agt. for B. & R.

Kalona, Ia.—We have sold our grain and coal business to L. E. Streater with immediate possession.—Palmer & Co.

Cedar Rapids, Ia.—Douglas & Co. are having a reinforced concrete eltr. built here by the Barnett & Record Co. to be completed about July 1.

Newhall, Ia.—The recently organized firm of O. Kaberle & Co. has taken over the grain, coal and live stock business of the late J. W. Johnson and will install a Hall Signaling Distributor in the eltr.

Grundy Center, Ia.—I have been working for the Farmers Eltr. Co. at Wellsburg, Ia., but went into business here for myself, Apr. 1.—E. A. Bowles.

Rockwell City, Ia.—J. H. Brown, pres. of the Iowa Farmers Grain Dealers Ass'n, and a leader in the movement for farmers' co-operative eltrs., died here Apr. 6.

Ackley, Ia.—J. C. Lusch, who with Fred E. Trainer operated under the firm name of J. C. Lusch & Co., died some time ago. He had been in the grain business 50 years.

Readlyn, Ia.—Fred Gihring has succeeded me at this point as agt. for J. F. Twamley, Son & Co. I am not in the grain business at present.—V. B. Auspach, Los Angeles, Cal.

Odebolt, Ia.—Reuber & Bruce are building a 30,000-bu. eltr. to be completed about Aug. 1. It will be thoroly equipped to handle pop corn.—E. G. Cool, Philip H. Schiffin & Co.

Dougherty, Ia.—Sparks from a passing engine recently set fire to a shed of the Independent Grain & Lumber Co. Prompt action extinguished it with small loss, altho it had a good start.

Clinton, Ia.—A new co-operative eltr. company has been organized here with D. H. Held, a well known farmer, as pres.; C. L. Cole, sec'y. E. G. Dunn of Mason City was one of the promoters.

Union, Ia.—The firm of Moore Bros. at this station has been dissolved by mutual consent. I have purchased all interests in the business which will be conducted under the firm name of H. C. Moore Co.—H. C. Moore.

Buckeye, Ia.—At the hearing the state R. R. commission held here, Mar. 14, to consider the petition of the Farmers Co-op. Grain Co. for a site on which to build an eltr., the railroad company's alleged reason for not granting the site was lack of room.

Cedar Rapids, Ia.—The city council has passed to its second reading the ordinance granting to The Quaker Oats Co. certain real estate on which to enlarge its plant by the erection of two 6-story buildings of steel and concrete construction, 60x60 ft.

Sioux City, Ia.—John Hornick, pres. of the Terminal Eltr. Co., and John C. Kelly, of the committee seeking to reopen the eltr., have been in Chicago in regard to that matter and the preparation of the plea for better rates on grain to be made before the Interstate Commerce Commission.

Cedar Rapids, Ia.—At the coronor's inquest on the death of Joseph Nechvil, an employee of the Quaker Oats Co., who was recently smothered in a bin of corn, testimony showed that the company had at all times provided reasonable protection and that Nechvil went into the bin heedless of the precautions. The verdict placed no blame on the company.

Sioux City, Ia.—The Sioux City merchants have employed a firm of Chicago attorneys to press litigation for more equitable rates on grain. John A. Wilson, Sioux City's traffic man, says "Sioux City, Ia., while enjoying Missouri River rates on all other commodities, is very badly discriminated against on grain rates, having nothing but flat rates in effect from Sioux City to all points north, east and south, and these flat rates are from 6 to 8 cents higher than the proportional rates in effect from Omaha and the discrepancy in favor of Minneapolis is much greater."

Salix, Ia.—Claiming that the Northwestern R. R. Co. has placed an unreasonable value on the land the Farmers Eltr. Co. wants to buy for an eltr. site, the eltr. company has asked the state R. R. commission to intervene.

West Bend, Ia.—I have bot the eltr. here of W. L. Balamon who has conducted the business for the last three years. As the property is in first-class condition no extensive improvements are contemplated at present. I shall take possession May 1, have personal charge of the business and hope to be successful in the management of the eltr. as I have been along other lines at my present location.—W. E. Reed, Wellsburg, Ia.

Gilbert, Ia.—The eltr. of the Gilbert Grain Co. burned about 1 o'clock in the morning of Mar. 29, destroying 6,000 bus. of grain, \$600 worth of feed and \$300 of binding twine. The fire started in the top of the cob house at the side of the eltr. and is supposed to have been caused by combustion. The books and office furniture were saved. T. McDaniel turned the gasoline faucet so the gasoline could run from the tank into the ground. Insurance, \$10,000. Eltr. will probably be rebuilt.

Des Moines, Ia.—The Milwaukee is arranging for a seed-corn testing special over three of its most important Iowa divisions: the Chicago and Council Bluffs from Sabula to Council Bluffs, the Sioux City & Dakota extending from Manning to Canton, S. D., and the Iowa and Dakota from Canton, S. D., to Dubuque. The special will be in charge of Prof. P. G. Holden of Ames and a large number of towns on several hundred miles of the Milwaukee lines will be given the lectures and demonstrations.

Eldora, Ia.—The district court handed down an opinion, Mar. 29, requiring Daniel Merrill to be notified that he has 40 days in which to remove his eltr., coal sheds, scales and accessories from the Iowa Central property on which it is now located. If not removed in that time the R. R. company is given the right to do so. This case is an outgrowth of the Edgar Smith bankruptcy case. He owned the eltr., but before going into bankruptcy he transferred it to Daniel Merrill who had previously owned it. When Smith's case came up for hearing it was discovered that he did not have many assets, the ownership of the eltr. was in evidence and complications arose. Some time ago the eltr. was offered at sheriff's sale and bid in by Merrill; but as he was the previous owner it was necessary to re-advertise it and hold another sheriff's sale, which increased the complications.

KANSAS.

Garden Plain, Kan.—G. G. Weichen has sold his eltr. to John Bunch.

Norcatour, Kan.—Farmers are organizing a company to build an eltr. this year.

Everest, Kan.—G. A. Jones will install a grain dryer, a manlift and a gas engine.

Kingsdown, Kan.—F. Hayes, agt. for the Liberal Eltr. Co. will quit July 1 and go to farming.

La Crosse, Kan.—H. S. Fish has a new 15,000-bu. eltr. just completed.—La Crosse Lbr. & Grain Co.

Arnold, Kan.—P. H. Pelkey Const. Co. will install a 20-h.p. gasoline engine in our eltr.—Farmers Eltr. Co.

Phillipsburg, Kan.—W. Vanier has bot the controlling interest of W. H. Brandt in the Phillipsburg Mill & Eltr. Co.

Ford, Kan.—Jay Pinney of Wichita has bot the eltr., coal business and other property here of L. K. Van Horne.

Mentor, Kan.—L. O. Barber will erect a 20,000-bu. eltr. at this place. P. H. Pelkey Construction Co. has the contract.

Haviland, Kan.—H. N. Brown, agt. for O'Neil, Kauffman & Pettit Grain Co., resigned Apr. 1 to do carpenter work in Hutchinson.

Lewis, Kan.—J. H. Wolfe has let the contract for a 1,000-bu. Richardson Automatic Scale to be installed by P. H. Pelkey Const. Co.

Bucklin, Kan.—J. W. Davis will resign his position, July 1, as manager of the Bucklin Grain & Supply Co., on account of the dust.

Kingsdown, Kan.—S. L. Gamble will resign his position as agt. for O'Neill-Kauffman & Pettit Grain Co. to take out a claim in Oklahoma.

Hardtner, Kan.—Hardtner Farmers Elev. Co. will build a 30,000-bu. cribbed eltr. The contract has been let to the P. H. Pelkey Const. Co.

Eskridge, Kan.—Robert Smith, James Herron and James Parmiter constitute a committee of investigation on cost and equipment of an alfalfa mill.

Arnold, Kan.—Tomlinson Bros. will install an automatic scale, Eureka cleaner and transmission machinery. P. H. Pelkey Const. Co. has the contract.

Walker, Kan.—Shellabarger Mill & Elev. Co. has let the contract to the Pelkey Construction Co. for the building of a 40,000-bu. eltr. at this place.

Marion, Kan.—The eltr. of Powell & Nelson has been moved back from the track to make room for an alfalfa mill that will be built at once in connection with the eltr.

Liberal, Kan.—The Liberal Eltr. will install electric power in place of the gasoline power, also a new track scale in place of hopper scale this spring.—H. M. Howard, agt.

Olathe, Kan.—The eltr. operated by the Diamond Grain Co. burned Mar. 23; loss, \$6,000 fully insured. The office of the Olathe Mill & Eltr. Co. also burned and the roof of its mill building caught fire; damage less than \$500.

Greensburg, Kan.—The Farmers Grain & Supply Co. incorporated, \$10,000 capital stock; A. D. Einsel, pres.; S. H. Nelson, v. p.; H. G. Stewart, sec'y; W. C. Weide, treas. This is the company for which M. J. Travis is building an eltr.

Argentine, Kan.—The A. T. & S. F. Eltr. has been moved and has had a concrete chimney built with lightning protection. The engineering was done by the John S. Metcalf Co. and the lightning rod work by the Arrow Conductor & Mfg. Co.

Dorrance, Kan.—The Western Star Mfg. Co. is building a warehouse adjoining the eltr. it bot here last year from M. P. Thielen. Weber & Co. have succeeded Weber & Peirano and now have charge of all the houses of the old company, which has been dissolved.—Sec'y Cooper, Farmers Eltr. Co.

Dundee, Kan.—The Dundee Farmers Grain & Supply Co. has bot about \$3,000 worth of new machinery including a 20-h.p. engine, a 100-ton track scale and transmission machinery in addition to the machinery that was in the old eltr. of the Rock Mill & Eltr. Co., which it bot and tore down to make room for its new eltr.

Bucklin, Kan.—Pratt Mill & Eltr. Co. contemplates building a 30,000-bu. eltr. in place of the one here.—P. O. Davis, agt.

Kansas City, Kan.—The U. S. Dept. of Agriculture will probably establish a grain standardization buro here to inspect grain, feed, seed and hay. E. L. Morris, an agt. of the department has been here investigating conditions and has recommended such action.

Topeka, Kan.—D. R. Gordon of Abilene, who was offered the appointment of state grain inspector some weeks ago, to succeed J. T. White resigned, accepted Apr. 1 to take charge of the office at once. He has been in the grain business for years and is acquainted with its needs. Mr. White has been trying to get out of the office since last fall, but promised Gov. Stubbs to stay until his successor could be obtained. Mr. White's friends are urging him to announce himself a candidate for railroad commissioner.

Kansas City, Kan.—W. M. Whitelaw, receiver for the Christie Grain Co. that failed a year ago has filed his report showing that the company had no grain on hand at the time of its failure and that the resources, as well as the liabilities, were in the nature of "wager contracts" not collectible under the law. Liabilities, \$143,592; resources, \$51,429. The receiver reports cash and collections amounting to \$9,176; money ordered paid out by the court, \$5,540. He now has on hand \$5,589 including \$563 from the sale of part of the office fixtures. He asks the court to allow him \$300 a month from Mar. 5, 1909.

Topeka, Kan.—The board of R. R. commissioners has recently received numerous complaints that the 100,000-lb. cars now in use in Kansas are built so low it is impossible to load the marked capacity with light wheat and corn. Chairman G. W. Kanavel says "the use of these cars compels shippers of light wheat and corn to pay freight on a considerable tonnage they are unable to load in the cars. In such cases I think it no more than right that carriers should protect the carrying capacity of their cars, regardless of their marked capacity. When a shipper loads all the freight into a car that it will hold he should not be required to pay freight on a greater tonnage than he is able to get into the car. The board will take the matter up at once to correct the abuse complained of."

Kansas City, Kan.—The Kansas Board of Trade, located in this city, has closed its trading room, and only one of the twenty firms that had offices in the building remains. The Kansas Board of Trade was organized three years ago with about 50 stockholders of two distinct classes: business men of this city, who believed it would be benefited by the organization, and a number operating bucket shops, who found the laws of Missouri unfavorable to their operations. For a while a large option business and considerable cash grain were handled on the exchange, but the failure of the Christie Grain & Stock Co. about a year ago was the first hard blow to the institution. Since then the Weber Grain Co. and several smaller firms have dropped out. Efforts are being made to interest grain men on the Missouri side on the inducement that the 25c stamp tax on future trades made in Missouri can be avoided by moving to Kansas; but the plan does not meet with much favor from members of the Kansas City Board of Trade.

Clay Center, Kan.—A farmers' eltr. company has been organized with a capital stock of \$10,000 to take over the old eltr. of G. W. Hanna, recently operated by U. G. Muck; directors, L. M. Fellows, John Marshall, U. G. Muck and four others.

Manhattan, Kan.—The committees in charge of the campaign for better seed wheat in Kansas were appointed by the grain ass'ns and millers' clubs at the suggestion of Director Webster of the Kansas Agri. College. He and L. A. Fitz have charge of the details of the work. The Kansas Grain Dealers Ass'n will raise \$1,500; the Kansas City Board of Trade, \$600; the Wichita Board of Trade, \$250, and the various millers' organizations the rest of a \$5,000 fund to be combined with the same amount available in college funds to be used in selecting and distributing the best seed wheat raised in Kansas. The authorities of the college will be asked to advise in detail how the money shall be used. George H. Hunter will be custodian of the fund, which will be raised by Apr. 20 if possible. E. J. Smiley of Topeka, T. J. Templar of Hutchinson and S. J. Thompson of Holton constitute the committee to obtain the \$1,500 from members of the Kansas Grain Dealers Ass'n.

WICHITA LETTER.

No more treasury memberships in the Wichita Board of Trade are for sale.

The E. G. Rall Grain Co., that recently closed its Wichita office, will buy Kansas wheat from its head office at Ft. Worth.

Geo. S. Barnes, Jr. of Duluth, Minn., has purchased the Board of Trade membership of the National Grain & Flour Co.

E. W. Jones, formerly in the grain business at Pratt, has bot a half-interest in the Independent Grain Co. J. W. Craig is the other member of the firm.

National Grain & Flour Co. has discontinued business and Mr. H. J. Nichols, sole owner of the company is now mgr. of the Board of Trade Clearing Ass'n.

N. H. Keith, formerly mgr. of the Empire Grain Co.'s office here, has resigned and has accepted the position as mgr. of the Modern Mlg. & Mfg. Co. of Waxahachie, Tex.

A. L. Storer has succeeded C. W. Binkley as mgr. for E. R. & D. C. Kolp at this place. Mr. Binkley has accepted a position with Harrah Robb Grain Co. at Oklahoma City, Okla.

The plant of the Otto Weiss Alfalfa Stock Food Co. burned about 2 o'clock in the morning of Apr. 8. Mr. Weiss estimates \$40,000 total loss. Matter of rebuilding not yet decided.

Wichita Board of Trade is remodeling and repainting its trading room. H. J. Nichols, mgr. of the Clearing Ass'n, and J. S. Macauley, sec'y Board of Trade, will have offices in the trading room.

We will build an eltr. in Wichita and expect to have it completed this spring. The capacity will be 165,000 bus. and the material concrete. The Finton Grain Eltr. Construction Co. has the contract.—J. R. Williamson & Co., Harper, Kan.

The Wichita Board of Trade Clearing House Ass'n, that opened for business Mar. 1 with Henry J. Nichols, mgr., has already shown a satisfactory margin of profit above operating expenses and has increased the buying by outsiders in the Wichita market.

KENTUCKY.

Owensboro, Ky. — The Owensboro Grain Co. will build an eltr. to replace the one burned last year.

Covington, Ky.—A large amount of flour alleged to be adulterated has been seized by Federal officials here and steps taken to condemn it. The Carr Milling Co., of Hamilton, O., and the Early & Daniel Co. of Cincinnati, are said to be the manufacturers.—C.

Hopkinsville, Ky.—R. H. Detreville, former pres. and general mgr. of the Acme Mills & Eltr. Co., and J. B. Galbreath, formerly sec'y and treas. of the company, were indicted Mar. 24 on charges of making false entries on the books on two occasions so that dividends would be declared; making misrepresentations to obtain a loan to the company and embezzling \$2,593 in various amounts, which they converted to the use of a St. Louis corporation. Two indictments were also returned against each, alleging that Detreville unlawfully obtained \$542 from the corporation and that Galbreath received \$420 to which he was not entitled. Mr. Detreville resigned last summer and is now living in Birmingham, Ala. Mr. Galbreath also resigned some time ago, but remained connected with the clerical department. The Acme Mills & Eltr. Co., capitalized at \$200,000, paid dividends regularly for many years and was generally regarded as prosperous. The passing of dividends followed by the resignation of Pres. Detreville caused business men to take charge of the plant and, by an arrangement with creditors, they have kept it in operation and report it is again on a paying basis.

LOUISVILLE LETTER.

Alfred Brandeis is much interested in the outcome of the Ballinger-Pinchot affair, because his brother, Attorney Brandeis, is engaged in pushing the "prosecution."

Samuel Y. Bingham, son of Harry H. Bingham of the Bingham-Hewitt Grain Co., was married recently to Miss Mary Tuley Speed of New York. The announcement surprised Mr. Bingham's friends. Mrs. Bingham has relatives in Louisville and has visited here frequently.

Efforts are being continued by State officials to encourage the growing of corn in Kentucky. A mountain growers' ass'n has been formed at Inez, and a bluegrass association was organized at Nicholasville. Seed corn has been distributed by the Department of Agriculture in all parts of the State.

One of the reasons why the demand for grain is smaller in the South than it has been is because of the larger acreage which is being put in at present. Better methods of farming and better implements are also in use, and this accounts to a large degree for the way in which the home demand for grain is being supplied by the surrounding territory in Southern markets.—Alfred Brandeis.

Grain dealers in Louisville have been notified by the railroads that a charge of \$1 will be made for each copy of the tariffs issued in addition to the original which each shipper is supposed to receive. It was understood at first that all tariffs would be issued with a charge attached, and a meeting of members of the Traffic and Transportation Club was held, with F. N. Hartwell, of H. Verhoeff & Co., chairman, to protest against this charge. The explanation was then made that it was to apply only to duplicates furnished to shippers.

Announcement has been made by railroads in this territory that all shipments of corn are billed perishable, and are rushed through to destination with all possible speed. The grain men themselves are handling the situation conservatively, and are shipping corn in small lots and only after drying. Care is being taken especially because it is understood that in some Southern states regulations are in force prohibiting the sale of damaged grain in that territory.

Announcement has been made here that on and after Jan. 1, 1911, the Standard Form of Carriers' Bill of Lading must be used exclusively in southeastern territory. This means that private dray tickets or individual bills of lading must be discontinued, as it is said that these have caused confusion and lack of uniformity. The standard form was adopted Apr. 1, 1909, and the railroads say that the time set for their general use gives opportunity for those having individual forms on hand to dispose of them.

The Traffic & Transportation Club, with which all the members of the grain business in Louisville are connected, will discuss the subject of the new demurrage and car service rules that went into effect Apr. 1 at a meeting Apr. 11. The question will be considered from the standpoint of the shipper, the car service official, the local agent and the superintendent. The grain men are also interested in a trip to inspect the terminals of the city, which will be taken by the club Apr. 12. A special train, carrying observation and refreshment cars, will be provided, and the whole city will be skirted.—C.

LOUISIANA.

NEW ORLEANS LETTER.

The Millspaugh Grain Co. has been organized in this city.

The Rice Ass'n of America will hold its annual meeting in this city, Apr. 13.

Carload receipts during March consisted of 15 cars wheat, 406 cars corn, 87 cars oats and 156 cars hay.—W.

Shipments of grain from this port during March included 2,216 bus. of wheat, one shipment only, and 273,827 bus. of corn, compared with 51,096 bus. of wheat and 839,498 bus. of corn exported during March, 1909. Total shipments of wheat since Sept. 1, 1909, to Apr. 1 of this year amounted to 1,146,928 bus.; corn, 5,022,745 bus., a decrease of 1,305,079 bus. of wheat and an increase of 1,406,611 bus. of corn over the corresponding months of the previous grain year.—W. L. Richeson, chief grain inspector New Orleans Board of Trade.

One of the largest seizures of grain made in this district since the operation of the national pure food law, was reported by a U. S. marshal Mar. 24; 835 sacks of oats graded as No. 3 white, consigned to John T. Gibbons and the Langenberg Hay & Grain Co. from the Pendleton Grain Co. of St. Louis, were confiscated by the government on complaint of U. S. Pure Food Inspector Frank L. Wollard, who alleges that the oats were so mixed with wheat, barley, chaff and dirt as to be badly adulterated and misbranded because of these adulterations. This seizure is but a small part of nine carloads of oats that have been under surveillance of the food inspector and his staff for some time. Five car loads had been sold before the U. S. marshal could seize them and some of the cars' contents were in ships in the harbor and could not

be reached. Inspector Wollard said this was the first detection of supposed grain adulteration for some time, tho the practice used to be common at southern ports but had been broken up by seizures. The case will be heard in the Federal court Apr. 18.

MARYLAND.

Baltimore, Md.—Charles W. Miller has been elected a member of the Baltimore Chamber of Commerce.

Annapolis, Md.—A bill was introduced in the Maryland legislature, Mar. 24, that aims to put bucketshops out of business in this, the only state on the Atlantic seaboard that has not passed prohibitory laws against bucketshops. The bill provides a fine of \$5,000 for violations of its provisions and five years in the Maryland penitentiary in default of payment of the fine.

Baltimore, Md.—Receipts at this port during the month of March included 123,320 bus. of wheat, 838,831 bus. of corn, 288,583 of oats, 56,611 of rye, 2,441 of barley, 43,771 of malt and 5,379 tons of hay, compared with 51,173 bus. of wheat, 1,148,188 bus. of corn, 181,904 bus. of oats, 38,470 of rye, 6,655 of barley, 70,751 bus. of malt and 6,153 tons of hay received during March, 1909. Shipments during March, 1910, included 23,837 bus. of wheat, 1,758,321 bus. of corn, 300 of oats and 1,509 tons of hay, against no wheat, 796,785 bus. of corn, 140 of oats and 1,433 tons of hay shipped during March, 1909.—James B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.

Baltimore, Md.—An important improvement to the eltr. service of the B. & O. R. R. and a security to the grain men using these storage houses, Eltrs. A and C, has been installed by the railroad company at Locust Point in this city at an expense of \$90,000 for the fireproof power house with connecting water pipes and equipment. Two 250-h. p. boilers in the power house will furnish steam for three 1,000-gallon and two 750-gallon fire pumps taking water from a reservoir connected with the docks by a 30-inch main. Fire hydrants in the yards protect the loaded cars and water pipes are connected with the piers and eltrs., with hose attached to protect the contents of the buildings. A regular fire brigade of 18 men has been organized among the employees of the company and a dormitory has been fitted up for them to sleep in so they can go on duty at any time. This protection against fire will lessen the rate of insurance risk not only on the eltr. property itself, but on the grain stored in the eltrs., a considerable item to grain merchants.

MICHIGAN.

Escanaba, Mich.—M. Rood & Co. are considering an addition to their eltr.

Mt. Pleasant, Mich.—The Independent Eltr. Co. will install a bean cleaner in its eltr.

White Pigeon, Mich.—Mr. Gill of Sturgis has bot the eltr. of W. J. Thomas & Co. and will move his family here. He took possession Apr. 1.

Battle Creek, Mich.—D. M. Cash, formerly with the Johnson Eltr. Co. of Logansport, Ind., has accepted a position here with McLane, Swift & Co.

Fenton, Mich.—Joe P. Olk, formerly at the eltr. of McLaughlin Bros. in Holly, has taken the position of mgr. for the Fenton Eltr. Co., of which S. M. Isbell is now sole owner.

Linden, Mich.—I expect to build an addition for more storage room.—Chas. Price.

Portland, Mich.—The Portland Mlg. Co. has bot the eltr. and lumber yards of O. C. Allen who will go West. This eltr. was rebuilt after a fire that almost destroyed it last spring.

Detroit, Mich.—Conrad C. Deiterlie, a member of Carson, Craig & Co., grain brokers, died at his daughter's residence during the night of Mar. 28, aged 80. He had lived in Detroit for the last 40 years and had been connected with the Board of Trade many years, chiefly in the handling of barley. He is survived by three daughters and two sons. His illness was so brief his death surprised many of his friends.

MINNESOTA.

Hector, Minn.—A. B. Anderson has bot the eltr. of the Geo. C. Bagley Eltr. Co.

Lockhart, Minn.—Farmers in this vicinity are considering organizing an eltr. company.

Lamberton, Minn.—The Lamberton Farmers Eltr. Co. will build a new warehouse larger than its present building.

Villard, Minn.—Alfred Johnson and son George have bot the eltr. of the Monarch Eltr. Co. and will take possession within a month.

Odessa, Minn.—A farmers' eltr. company has been organized with Frank Oestreich, pres., J. C. Gans, sec'y and Frank Schuett, treas.

Herman, Minn.—J. E. Arnold has bot the new eltr. of the Northwestern Eltr. Co. and will take charge July 1. C. W. Jones has charge at present.

Sherburn, Minn.—George H. Matson has arranged to purchase the eltr. here of the W. W. Cargill Co. and intends to make improvements in the house.

Windom, Minn.—During the noon hour Mar. 24 fire was observed in the cupola of the eltr. of E. Sevaton, supposed to have been caused by a hot box at the foot of the eltr. shaft. The building, which contained 4,000 bus. of grain, mostly oats and barley, burned to the ground. Insurance on building, \$4,000; on grain, \$1,000. This eltr. was built by the Farmers Eltr. Co. in 1885 at a cost of \$5,000. It will probably not be rebuilt.

Duluth, Minn.—The receipts of grain during March were: Wheat, 2,752,362 bus., corn, none, oats, 1,160,154 bus., barley, 357,300 bus., rye, 74,716 bus., flax, 59,092 bus.; compared with receipts during Mar., 1909: Wheat, 2,365,899 bus., corn, 40,043 bus., oats, 2,968,750 bus., barley, 524,827 bus., rye, 6,307 bus., flax, 134,875 bus. Shipments during March were: Wheat, 113,134 bus., corn, none, oats, 367,123 bus., barley, 253,404 bus., rye, 1,753 bus., flax, 63,729 bus.; compared with shipments during Mar., 1909: Wheat, 290,524 bus., corn, none, oats, 146,858 bus., barley, 102,726 bus., rye, 10,014 bus., flax, 15,699 bus.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

A get-together meeting of the Chamber of Commerce was held in the evening of Mar. 31. Good cheer prevailed and a Dutch lunch was served.

The announcement that the men now working as switchmen on the roads of the Northwest will be given an advance of 3 cents per hour, as was granted the Chicago switchmen, will have no effect on the status of the switchmen's strike, according to Pres. Hawley of the union.

Linseed oil men of the twin cities protested before the state R. R. commission Mar. 31 against the proposed increase in rates on the oil, in a new western freight classification. Linseed oil is now billed at 7.5 lbs. per gallon, while the proposed new classification would bill it at 7.8 lbs., and the manufacturers allege they cannot fill their tanks, as there is expansion from heat in shipment.

Actions looking toward the dissolution of three grain companies, the Montrose Merc. Co., the Rubins Grain Co., and the Minnesota & Dakota Eltr. Co., were begun in the district court Mar. 24 by F. B. Wells, one of the executors of the estate of Frank H. Peavey. According to the petitions all these companies have been inactive many years and have no debts that the petitioners know.

D. N. and C. J. Winton of Minneapolis are among the incorporators of the Montana & Dakota Grain Co. of this city; capital, \$50,000. Associated with them are L. Hanson and M. Barzen of Thief River Falls, Minn., and M. J. Dunn of Culbertson, Mont. The new company is an extension of the Hanson & Barzen interests and most of the grain handled by it will come from Montana and Dakota points.

As a result of a recent conference with Prof. Frank H. Bolley of the North Dakota state experimental station, Minneapolis linseed oil manufacturers are preparing an educational campaign for flaxseed growing, in the belief that the flaxseed industry is in such danger that Minneapolis may be deprived of its supply and only education of the flaxseed growers along scientific lines can save the day. Prof. Bolley says it is not an increase of flaxseed that is needed, but better methods of raising it. The linseed oil crushers have raised a fund and are considering establishing a thoroughly equipped laboratory for Prof. Bolley in North Dakota, where he can pursue investigations and work among newcomers to make sure they know how to grow flaxseed. Last year's production in Minnesota and the Dakotas was comparatively small, and a crop that promised a yield of more than 25,000,000 bus. fell short by several millions.

John J. Layne, one of the alleged conspirators in the grain eltr. frauds that netted the swindlers thousands of dollars, has been committed to the penitentiary for two years. This sentence, with a fine of \$5,000, was imposed on him Apr. 25, 1908, for misuse of the mails. Since then Layne has been out on bail pending an appeal to the circuit court, which affirmed the sentence and also the action of the lower court in the case of Herbert F. Robinson and Frank E. Holliday, who were implicated with Edward A. Vaughan and Frank G. Hogan. Robinson and Holliday received the same sentence as Layne, but, unlike him, failed to appear in the federal court Mar. 30, so Robinson's surety must forfeit \$10,000 and Holliday's \$5,000. Robinson is believed to be in Montreal and Holliday in Europe. Their swindles were made in the name of Edward A. Vaughan, said to have been the scapegoat of the others. He was tried in 1905 and sentenced to 15 months in the reformatory at St. Cloud. Frank Hogan, the alleged prime mover in the swindles, never appeared for trial. He was arrested in Chicago and released on bail, which he forfeited. The government's testimony showed that 90,000 pieces of mail had been deposited by the swindlers in Minneapolis for transmission thru the mails. A fake grain business was the scheme

employed to obtain money from their victims. On the stationery used by the so-called "brokers" appeared pictures of big grain eltrs. owned by local interests and a picture of the residence of a well known citizen appeared on letter heads as the "general offices" of the fake firm.

MISSOURI.

Whiteside, Mo.—An eltr. will be built here by R. O. Long.

Palmyra, Mo.—Danner & Garrison expect to build an eltr.

Versailles, Mo.—H. Moser will erect a 15,000-bu. eltr. in connection with his mill.

Bowling Green, Mo.—An eltr. will be built here by R. O. Long of Whiteside.—W. F. Manzke.

Cyrene, Mo.—White & Sanderson will build an elevator at this point this year.—Manzke-White Grain Co., Bowling Green.

Clark, Mo.—The mill and eltr. and the electric light plant owned by Geo. M. Davis burned Mar. 30. Light plant and mill will be rebuilt at once.

St. Joseph, Mo.—Up to some time ago I was running the Burlington Eltr. for the South Park Grain Co., but I am not in the grain business now.—H. C. Hughes.

Bosworth, Mo.—W. H. Perrine & Co. of Chicago have bot the eltr. of the Santa Fe R. R. Co. at this point and will do considerable repairing.—H. F. Cobbell, agt. Perrine & Co.

Springfield, Mo.—The Frisco railroad is arranging for a series of corn shows to be held in 45 counties of Southern Mo. under the supervision of S. M. Jordan of the agricultural college at Columbia. The road will award a scholarship to the boy or man who exhibits the best quality of corn raised in his county. Forty-five scholarships, which comprise a 14 weeks' term of school at the Missouri University, will be distributed at a cost of \$4,500.

Canton, Mo.—Last January I sold a half interest in my eltr. and business to J. H. Hamann and others, and incorporated for \$25,000. In March we bot the firm of O. Ferrell & Haney. The eltr. which I built last fall stands on a solid concrete foundation and is iron clad, with a storage capacity of 16,000 bus. The machinery is all first-class, including a self-registering type beam platform scales and a 3-bu. automatic scale, Marseilles Sheller and Cleaner and Hall Distributor. The two eltr. legs have a capacity of 1,600 bus. per hour. Besides doing a general grain and seed business we handle all kinds of feed, cement and fertilizers.—P. N. Hanna, pres. Canton Eltr. & Grn. Co.

KANSAS CITY LETTER.

Sam Weinshienk, dealer in grain and hay, filed a petition of involuntary bankruptcy recently, giving his liabilities as \$5,666.13; assets, \$4,000.

The court recently decided in favor of the Moore Grn. Co. in the suit brot by the Texas Star Flour Mill, Galveston, Tex., asking damages for losses on grain received by them which was not in milling condition. The case has been in the courts for several years.

Up to Mar. 28 \$1,100,000 had been raised to be used in placing freight boats on the Missouri River. Subscriptions of Kansas City grain men and millers amount to \$40,000. Active work will be commenced to improve harbor facilities just as soon as all available freight contracts have been pledged.

The law enacted by the last legislature forbidding the dockage of 100 lbs. per car was upheld by the Missouri Supreme Court Mar. 30 in the test case wherein R. J. House of the Kansas City Board of Trade was made defendant. Mr. House made the deduction on a car of wheat for dirt and waste according to a rule of the Board of Trade, and when taken technically into custody applied to the supreme court for release on the ground that the law was void. The court, by a vote of 4 to 3, has now held him for trial, Judge Gantt stating that "To strike down this act will be to permit him to combine to take the shippers' property without due process of law, and without a compensation therefor. We are of the opinion that this act is a valid one and it is wisely aimed to prevent unjust and unfair practices and to repeal and nullify a rule of the Board of Trade which is unjust and unfair and contrary to good morals and fair dealings. We think the act with which petitioner is charged, to wit: that of detracting 100 pounds from the weight of the carload of wheat purchased by him of Anderson, without any other authority than that of rule 18 of the Board of Trade permitting him so to do, aptly falls within the title of the act, whose purpose is declared therein to prevent fraud in the purchase and sale of grain, and other commodities."

ST. LOUIS LETTER.

George L. Harris, Charles B. Lightner and Patrick A. Stephens have been indicted by the grand jury for conducting "bucket shops" and John F. Ryan for perjury.

Bert Ball, mgr. of the publicity department of the Merchants Exchange, has been appointed publicity agent of the Council of North American Grain Exchanges.

John L. Rodgers became vice-pres. of the Sherry-Bacon Grain Co. Mar. 1. Until recently he was the St. Louis representative of the Armour Grain Co. and is well known at Baltimore.

The Illinois Grain Eltr. Co. incorporated; capital stock, \$10,000. Incorporators, R. J. Pendleton, J. M. Pendleton, L. A. Cooksey and L. A. Cash of St. Louis and A. D. Pendleton of Indianapolis. The corporation will erect a modern concrete eltr., capacity 500,000 bus., and has leased the Western Eltr. on the Alton road.

At a recent meeting of the grain committee of the Exchange that matter of the low vitality of last year's corn crop was taken up, and the committee suggests that farmers exercise great care in selecting and changing their seed for the coming season, that the quality and yield will be greatly improved. They further suggest that samples of the seeds be sent to the state agricultural colleges for testing.

St. Louis grain receipts during March were: Wheat, 1,088,951 bus.; corn, 2,151,505 bus.; oats, 1,577,540 bus.; rye, 38,000 bus.; barley, 243,900 bus.; no flaxseed; compared with receipts during March, 1909: Wheat, 1,151,576 bus.; corn, 2,572,270 bus.; oats, 1,727,600 bus.; rye, 48,450 bus.; barley, 487,500 bus.; flaxseed, 3,000 bus. Shipments during March, 1910, were: Wheat, 1,527,875 bus.; corn, 1,750,130 bus.; oats, 1,513,800 bus.; rye, 33,150 bus.; barley, 13,550 bus.; no flaxseed; compared with shipments during March, 1909: Wheat, 1,477,460 bus.; corn, 1,695,955 bus.; oats, 1,517,415 bus.; rye, 42,730 bus.; barley, 130,950 bus.; no flaxseed.—Geo. H. Morgan, sec'y Merchants' Exchange.

The following persons were elected members of the Merchants' Exchange on Apr. 1: T. C. Hussey, Adams Mill & Eltr. Co., Carrollton, Ill.; John Fitzgerald, Supt. Terminals L. & N. R. R., St. Louis; C. O. Sommer, Sommer & Albrecht, commission merchants, St. Louis, and E. H. Slater, grain, St. Louis. The above were transferred from Jos. Dodson, J. M. Chandler, Henry Goldsmith and Jesse H. Holmes.—Geo. H. Morgan, sec'y Merchants' Exchange.

The Clover Leaf has given notice that effective Apr. 18 at East St. Louis "On grain, flaxseed and hay, in carloads, for which reconsigning orders are received within 48 hours from 7 a. m. of day of arrival, Sundays and legal holidays excepted, no additional charge will be made, provided cars have not been placed for delivery. If reconsigning orders are received after expiration of the free time specified above, or after cars have been placed for delivery, a reconsigning charge of \$2 per car will be made."

A movement is on foot in St. Louis to increase the rate of commissions to non-resident members in order that the commission on sales will conform with competing markets. The commission rate on wheat is 1c per bu. to non-members and 1/2c per bu. to members. Since a large number of country shippers are members of the Exchange, and therefore are enabled to obtain a lower rate of commissions than in other markets, the following petition was circulated recently, which, if taken action on and carried, will increase the rate to non-resident members to 3/4c per bu.: "It is respectfully requested that a vote be taken as early as practicable on the establishment of commission rates between members, on grain, grain products, hay and seed, on track, in eltr., or to arrive, basis of three-quarters of the present rate to non-members."

MONTANA.

Glasgow, Mont.—H. H. Minthorn of Bradley, S. D. will erect an eltr. at this point.

Great Falls, Mont.—The Northland Mfg. Co. of Larimore, N. D., contemplates erecting a 400-bbl. mill at this place.

Glendive, Mont.—The Eastern Montana Eltr. Co. will erect a 50,000-bu. eltr. G. D. Hollecker is pres. and George W. Haskell, sec'y.

Cascade, Mont.—The Cascade Milling & Eltr. Co. has closed its plant for the purpose of making extensive repairs. J. R. Jones, mgr., resigned Apr. 1 and was succeeded by Aug. Schwachheim of Elizabeth, Minn.—A. C. Curtis, agt. Rocky Mt. Eltr. Co.

NEBRASKA.

Farwell, Neb.—The Barstow Grain Co.'s eltr. is closed.

Grant, Neb.—We are building a 10,000-bu. eltr.—The Crete Mills.

Elsie, Neb.—We are building a 10,000-bu. eltr.—The Crete Mills.

Benedict, Neb.—The Lincoln Grn. Co. has installed a new cleaner.

Madrid, Neb.—We are building a 10,000-bu. eltr.—The Crete Mills.

Hubbard, Neb.—Farmers' Eltr. Co. incorporated; \$20,000 capital stock.

Hildreth, Neb.—The Duff Grain Co. is having some repairs made on its eltr.

Thayer, Neb.—A. Sinamark has succeeded Fred Yost as agt. for the Updike Grain Co.

Buda, Neb.—S. C. Snedeker has succeeded C. A. Carlson as agt. for D. Wort.

Belden, Neb.—The Atlas Eltr. Co.'s plant, recently burnt, will be rebuilt.—J. G. Myers.

Merna, Neb.—We have bot the 40,000-bu. eltr. of L. W. Wilson & Co.—The Crete Mills.

Gering, Neb.—The Gering Lbr. & Gr. Co. has recently been organized and will build at once.

Brock, Neb.—The Johnson Grn. & Live Stock Co., inc., recently bot the eltr. of George Coryell.

Nickerson, Neb.—The Nye, Schneider Fowler Co. contemplates remodeling its eltr. this season.

Ord, Neb.—The Omaha Eltr. Co. is installing a new automatic hopper scale.—John Reed, mgr.

Spalding, Neb.—I have succeeded A. Buschell as agt. of the Spalding Eltr. Co.—Joseph Davlin.

Stockham, Neb.—Stockham Grain Co. incorporated; capital stock, \$20,000; Groton Roth, sec'y.—W.

Cozad, Neb.—The Cozad Roller Mill Co. will be reorganized.—W. G. Adams, agt. Omaha Eltr. Co.

St. Edwards, Neb.—J. T. Burns has succeeded G. M. Thompson as mgr. of the St. Edwards Eltr. Co.

Waverly, Neb.—Geo. Curringer has succeeded W. H. Dryden as agt. for the Central Granaries Co.

Max, Neb.—We have succeeded the Minden Grain Co.—Milbourn-Smith Grain Co., A. H. Ostrom, agt.

Elk Creek, Neb.—There is some talk of a farmers' eltr. company organizing here this fall.—C. B. Page.

Dalton, Neb.—We have succeeded the Central Granaries Co.—J. H. Foster, agt. The Dalton Co-operative Co.

Ohioa, Neb.—I am out of the grain business. The Lincoln Grain Co. is my successor.—R. R. Chenoweth.

Stratton, Neb.—Ed Hepler has succeeded Jesse W. Smith as mgr. for the Farmers' Grain, L. S. & Supply Co.

Shelton, Neb.—D. J. Sweeney of Poole, Neb., has succeeded W. D. Bartlett as mgr. of the Trans-Mississippi Grn. Co.

Pickrell, Neb.—We will install new steel scales at the office this season.—E. W. Williams, mgr. Farmers' Eltr. Co.

Octavia, Neb.—Octavia Lumber & Grain Co. incorporated, capital stock \$20,000, by Joe G. Wood and others.—W.

McCook, Neb.—The eltr. of the Updike Grain Co. is undergoing repairs and will be enlarged to double the former capacity.

Rockford, Neb.—Work has commenced on rebuilding the eltr. of the Central Granaries Co., which was burned Dec. 15.

Wauneta, Neb.—St. Clair Stock, C. C. Stock and E. F. Wiley attempt to do a shovel business at this point occasionally.

Strang, Neb.—S. Day has succeeded F. J. Grone as agt. of the Central Granaries Co.—F. H. Sauer, agt. Updike Grain Co.

Rosemont, Neb.—The eltr. of H. Gund & Co. is now being operated under the name of C. Koehler & Co.—A. F. Krause, agt.

Saronville, Neb.—The Saronville Grain Co. has succeeded the Updike Grain Co., capital stock, \$5,000; pres. and mgr., E. C. England; vice-pres. and sec'y, Mr. Roth; treas., H. A. England.—E. C. England.

Ravenna, Neb.—The Ravenna Mill Co. has installed a Sonander Automatic Scale in its new eltr.—Chas. Brewer, Sweetwater.

Omaha, Neb.—Grain men and railroad officials met recently to consider the so-called "natural shrinkage" of grain in transit.

Lincoln, Neb.—E. E. Heald of McClelland, Ia., has been elected sec'y of the Grain Exchange, to succeed H. H. Beachly.

Scribner, Neb.—We are going to put in a steel boot tank and remodel our eltr.—C. H. Schwein, mgr. Farmers Grain & Stock Co.

Upland, Neb.—Mr. Lorenzen has taken charge of the People's Grain, Coal & Live Stock Co.—L. A. Seberg, agt. Farmers Grain Co.

Oakland, Neb.—The Farmers Grain & Live Stock Co. is rebuilding the house that burned Jan. 3.—Holmquist Grain & Lumber Co.

Rockville, Neb.—The Citizens Co-op. Grain & Supply Co. has the eltr. of the Omaha Eltr. Co.—S. Olsen, mgr. C. Co-op. G. & S. Co.

Woodriver, Neb.—H. D. Trout has resigned as sec'y-treas. of the Conrad Grain & Eltr. Co. to accept a position in the First Nat. Bank.

Republican City, Neb.—J. E. Gosnell's eltr. is now closed owing to the death of Mr. Gosnell.—T. L. Benedict, agt., Central Granaries Co.

Elba, Neb.—A farmers' company has built a 25,000-bu. eltr. on the U. P. R. R. at this point.—F. E. Pope, mgr., F. Gr. & Sup. Co., St. Paul.

Arlington, Neb.—M. L. Claton has succeeded O. K. Lewis as agent of the Nye-Schneider Fowler Co.—O. C. Roberts, with R. E. Roberts.

Curtis, Neb.—We have bot the mill and eltr. of the Updike Grain Co.; eltr. capacity, 10,000 bus.; mill capacity, 25,000 bus.—The Crete Mills.

Glenrock, Neb.—Lafe Higgins has leased the eltr. of the Glenrock Grain Co., the deal with Will Peterson having fallen thru.—Lee Erisman, sec'y.

Waco, Neb.—The Waco Coal & Grain Co. has just completed a 15,000-bu. new eltr. This company now has two houses at this place.—J. A. Gilbert.

Palmer, Neb.—A farmers' company has built a 25,000-bu. eltr. along the C., B. & Q. R. R. at this point.—F. E. Pope, mgr. Far. Gr. & Sup. Co., St. Paul.

Ragan, Neb.—Carl Peterson succeeded D. W. Feusner as mgr. of the Farmers' Grain & General Shipping Ass'n.—Albert Anderson, agt., J. W. Anderson Grn. Co.

North Bend, Neb.—Dowling & Purcell's eltr. was burned Mar. 23. The fire originated by a spark from a locomotive igniting a pile of chaff and refuse. Loss, \$15,000.

Mitchell, Neb.—I am agt. for the Aurora Mlg. Co. now, Mr. Raymond having resigned, and engaged in general mercantile business at Buffalo, N. Y.—R. M. Ireland.

Wauneta, Neb.—The Shannon Grain Co. has bot the eltr. of the Updike Grain Co. O. E. McCallum is agt. We have our headquarters at Palisade.—F. C. Krotter Co.

Allen, Neb.—I expect to build an eltr. here this summer, but have not fully decided on the plans. Think it will be of about 20,000 bus. capacity and modern.—W. S. Hart.

Wahoo, Neb.—Henry Heckfeldt, of Marysville, Kan., has succeeded James Kearney as mgr. for the Updike Grain Co. Mr. Kearney has bot the T. B. Hord Grain Co.'s eltr.

Omaha, Neb.—The fire which destroyed the eltr. of the Nye Schneider Fowler Co. and the plant of the Maney Milling Co. is described and illustrated elsewhere in this number.

Omaha, Neb.—The Welch Paddock Co. has recently been changed to Welch Grain Co. Mr. Paddock has withdrawn and is now associated with I. J. Gallop of So. Omaha, in other business.

Wood River, Neb.—J. J. Carter is erecting a mill and eltr. on the U. P. right-of-way, replacing the building which was burned in Feb.—S. MacMurray, mgr. Farmers Eltr. Co.

Staplehurst, Neb.—I am now agt. of the Nebraska-Iowa Grain Co.; Mr. J. D. Lemmon has sold out to the Staplehurst Grain Co.; L. Bick is agt.—J. J. Brown, former agt. J. D. Lemmon.

Phillips, Neb.—A farmers co-operative eltr. company has been organized with August Bartz, Jr., L. E. Otto, Andy Cavett, John Copper and Hiram England as directors; capital stock, \$8,000.

St. Edward, Neb.—I have succeeded E. W. Briggs as mgr. here of the Trans-Miss. Grain Co.; John Burns has succeeded G. M. Thompson as mgr. of the St. Edward Eltr. Co.—Tom Purcell.

Marion, Neb.—Powell & Nelson's eltr. was recently moved back from the track a short distance to allow space for an alfalfa mill which the firm will build and operate in connection with the eltr.

Bookwalter, Neb.—Clyde Colwell recently bot a half interest in the Wm. Potts eltr.; effective April 1. The firm name is Colwell Grn. & Coal Co., Clyde Colwell, mgr.—O. Hanson, mgr. Duff Grn. Co.

Milligan, Neb.—F. F. Hannaberry has succeeded W. D. Russell as agt. for the Lincoln Grain Co. at this place. The company intends to tear down its present eltr. and erect a new building before the fall crop.

Roca, Neb.—The Roca Grain & Coal Co., incorporated, capital stock, \$10,000, with John H. Crawford, pres.; A. E. Perrin, sec.; F. G. Crawford, treas. Company will buy the one eltr. in Roca or build a new one.

Holdrege, Neb.—The 500,000-bu. storage eltr. of the Central Granaries Co., together with 150,000 bus. of grain burned Mar. 29; loss, \$200,000; insured; grain was insured at \$70,000. Fire is supposed to be of incendiary origin.

Rockford, Neb.—The Central Granaries Co. is now building a new eltr. at this point to replace the one that burned last fall. G. F. Armstrong is not the manager of that company any more.—W. W. Topf, agt., Wright-Leet Grain Co.

Oakland, Neb.—The Farmers Grn. & Live Stock Co. recently let the contract for the construction of a 35,000-bu. eltr. to W. H. Cramer at a cost of \$4,500. The building will be cribbed with a separate brick building for the machinery.

Dixon, Neb.—The eltr. of King-Truax Co. together with 12,000 bus. of grain burned Mar. 28. Fire is supposed to have been caused by sparks from a train. The eltr. was an up-to-date 30,000-bu. house and will be rebuilt. Eltr. and grain were fully insured. Loss on building, \$5,500; on grain, \$5,000. Salvage on grain \$700.—M. King, Sioux City, Ia.

Cotesfield, Neb.—Cotesfield Farmers Grain & Supply Co. incorporated, capital stock, \$25,000, incorporators, C. H. Enders, C. E. Keep and others. Company has built a 25,000-bu. eltr. on the U. P. R. R.

Liberty, Neb.—We will make extensive repairs this spring, overhaul the entire plant and install a larger engine and a new cleaner. The Farmers' Eltr. Co. expects to lay a solid concrete foundation under its eltr.—L. E. Baldwin, mgr., Lincoln Grain Co.

Kearney, Neb.—The Farmers Grain & Eltr. Co. will go out of business. On account of neglect to pay the corporation tax the company has been legally defunct since December; and the business having been unprofitable the stockholders recently voted almost unanimously to liquidate.

The United States Supreme Court on Apr. 4 declared unconstitutional the statute of Nebraska enacted in 1905 requiring railroads to grant switching facilities to all elevators along their right of way. This decision, however, does not prejudice cases arising under the law as amended recently.

Osmond, Neb.—The Farmers' Eltr. Co. has bot the private eltr. of L. E. Mann and will take possession Apr. 15, 1910. J. L. Dennis, who has bot grain for the Anchor people for the past ten years, will be head buyer. Mr. Mann expects to go into the lumber business.—F. D. Farris, agt. McCaull-Webster Eltr. Co.

Omaha, Neb.—Receipts of grain at Omaha during March included: Wheat, 608,400 bus.; corn, 2,609,200 bus.; oats, 638,400 bus.; rye, 22,000 bus.; barley, 17,000 bus. Shipments during March were: Wheat, 280,000 bus.; corn, 2,150,000 bus.; oats, 736,500 bus.; rye, 18,000 bus.; barley, 16,000 bus.—F. P. Manchester, sec'y Omaha Grain Exchange.

Omaha, Neb.—The J. Sidney Smith Grain Co. incorporated Apr. 1 and will do a general receiving and shipping business in Omaha. J. A. Bushfield & Co. has gone out of existence and I am now vice-pres. of the J. Sidney Smith Grain Co. and will have active charge of all business for the firm. Perry C. Smith and Louis N. Ries, respectively, of Kansas City, are pres. and sec'y-treas.—J. A. Bushfield.

Hastings, Neb.—A meeting was held here Mar. 10 at which managers of farmer elevators, independent dealers, and line companies were in attendance to discuss the affiliation of the dealers located in Nebraska south of the Platte River with the Kansas Grain Dealers Ass'n. There was a large attendance and it was the consensus of opinion that the dealers located in South Platte territory should give their support to the Kansas Grain Dealers Ass'n and about 25 of those in attendance made application for membership. Another meeting was held in Fairbury Mar. 30 at which time 15 dealers made application for membership. Also at another meeting held in Holdrege Apr. 1 there were about 40 firms represented and practically all of these made application for membership. It is the consensus of opinion among the dealers in Nebraska that the interests of the Kansas and southern Nebraska dealer is identical. Another meeting will be held in Nebraska in the near future and in the opinion of Sec'y Smiley it is only a matter of a short time until all of the dealers in the territory above mentioned will be affiliated with the Kansas Grain Dealers Ass'n.

Lincoln, Neb.—Herbert E. Gooch, pres. of the H. E. Gooch Grn. Co., recently filed an answer to the Chicago Board of Trade's suit, in the federal court, asking that the writ of injunction be denied, and further charging the Board of Trade with dealing primarily in speculative deals, and accusing it of being a combination in restraint of trade. The board recently petitioned the court for an injunction to bring suit against the Gooch Co. to restrain it from using Chicago quotations.

NEW ENGLAND.

Boston, Mass.—The Boston & Maine R. R. is putting in a new Ellis Drier.

Colchester, Conn.—The Colchester Grain & Coal Co. has been dissolved.

Providence, R. I.—A Rhode Island branch of the New England Corn Exposition was organized Mar. 24. The first exposition will be held at Worcester, Mass., Nov. 7 to 12, at which time \$5,000 will be distributed as prizes. Lectures on corn raising and farm improvements will be the main feature. Philip A. Monev is pres. of the Rhode Island branch, with John J. Dunn, sec. and treas.

NEW JERSEY.

East Orange, N. J.—The grain and feed warehouse of A. Cyphers & Co. burned with a loss of \$2,300.

Jersey City, N. J.—The Standard Stock & Grain Dealers Corporation was recently fined \$1,000 for operating a bucket-shop. The place was raided in January, as was also the offices of The Eastern Stock Co., and the Stock, Grain & Provision Co. The three firms were given three days to wind up their affairs and quit business, and were warned not to take any more orders.

NEW MEXICO.

Roswell, N. M.—The alfalfa meal mill of the Roswell Wool & Hide Co. was damaged \$15,000 by fire Mar. 26. Fully insured.

NEW YORK.

New York City, N. Y.—Jesse A. Chase, recently of the Chase Grain Co., has resigned as member of the Produce Exchange.

Canisteo, N. Y.—Atkins & White will build an eltr. at the rear of the grist mill, which they recently purchased of Frank Cole.

Watertown, N. Y.—Geo. E. Taylor recently purchased ground for the construction of a warehouse and eltr., and will engage in the wholesale grain business.

New York City, N. Y.—Clearman & Stenson have dissolved partnership. The former has bot a seat on the New York Cotton Exchange and will continue in that line. Mr. Stenson has not announced his plans.

Brooklyn, N. Y.—Edward W. Mascord, who had been a resident of Brooklyn since 1865 and was in the grain commission business, died Mar. 27. He was also a member of the New York Produce Exchange.

New York City, N. Y.—Chas. B. Ulrichs, many years in the employ of Herman Stutzer, a grain broker, and Frederick L. Hebert, formerly with Clearman & Stenson, have formed a copartnership and will engage in grain and brokerage under the name of Ulrichs & Hebert.

Chatham, N. Y.—Chatham Grain Co. incorporated; capital stock, \$1,000; director, Alan C. McDonnell of Bay Ridge, N. Y.

BUFFALO LETTER.

Grain in boats was rushed to the eltrs. Mar. 31, when the winter storage contracts expired.

The Federal Mlg. Co. will erect one of the largest grain eltrs. on inland waters on the Niagara River front.

The Buffalo Cereal Co. will replace the buildings recently burned on the Lake Shore tracks, by an eltr. 40x100 and 100 ft. high, and a mill 60x100 and four stories high.

Four persons, two men and two women, were recently fined for buying grain stolen from Lackawanna cars standing in the yards. Four boys were previously arrested for the theft of the grain.

While engaged in tearing down the old City Eltr., Peter Bleiminski, an employe of a wrecking company, fell 80 feet from a scaffold, into an empty grain bin, striking feet foremost. The bin was hopper bottom and a 30-ft. incline broke the fall to such an extent that, besides a shaking up, a fractured ankle and dislocated thumb were his only injuries.

NORTH DAKOTA.

Kloten, N. D.—The eltr. of the Heising Eltr. Co. burned Mar. 29.

Maxbass, N. D.—Eltr. of the Duluth Eltr. Co. burned Mar. 26. Loss, \$10,000.

Des Lacs, N. D.—The eltr. of N. J. Olsen & Sons burned Mar. 30. Little grain was stored in the eltr.

Sharon, N. D.—The Farmers Eltr. Co., of Hatton, N. D., recently bot the eltr. of the St. Anthony & Dak. Eltr. Co.

Arvilla, N. D.—We have bot the St. Anthony and Dakota Eltr. and will take possession Apr. 15.—Farmers Eltr. Co.

Milnor, N. D.—The Equity Eltr. & Trading Co. was recently organized here with K. Martinson, pres., and C. H. Nygaard, sec.

Grand Rapids, N. D.—Grand Rapids Farmers Eltr. Co. incorporated, capital, \$10,000, by R. E. Boise, J. McLeod and H. N. Temby.

Eckelson, N. D.—Eckelson Farmers Eltr. Co. incorporated, capital stock, \$40,000; by Martin Conlon, Fred Tabert and Chas. A. Jones.

De Lamere, N. D.—Equity Eltr. Co. & Trading Co. incorporated, capital stock, \$15,000; by K. Martinson, F. A. Mund, G. Halmrast and others.

Palermo, N. D.—Independent Farmers Eltr. Co. incorporated, capital stock, \$25,000, by F. A. Wilson, J. P. Hanson, Harry Sylvester and others.

Sharon, N. D.—The Farmers Eltr. Co. incorporated, capital stock, \$25,000, by F. G. Eager, A. A. Lee, Hatton, N. D., and O. T. Rockney, Sharon.

Wahpeton, N. D.—Several farmers in this section will experiment with broom-corn this season. Last year several small tracts were planted with successful results.

Epping, N. D.—The Epping Farmers Eltr. Co. has been organized with John Seaton, pres.; J. J. Hoehn, vice-pres.; Tabiao Coltveldt, sec.; and Geo. W. Ginther treas.

Dickinson, N. D.—The farmers here have organized an eltr. company, and will build an eltr. Pres., J. C. Keyes; vice-pres., Anton Kovash; sec'y-treas., Louis Petricks.

Twist, N. D.—The Bremen Equity Eltr. Co. incorporated to build a new eltr.; capital \$10,000; P. A. Berg, pres.; Wm. E. Harttl, sec. John Lies, Wm. Harlt and others, directors.

Mayville, N. D.—The Farmers Grain & Mlg. Co., capital stock, \$2,500, will build a 15,000-bu. eltr. Directors are: M. L. Elken, J. S. Groth, Theo. Andrew, Thos. A. Hillyer and H. H. Bisell.

Aurelia, N. D.—We will erect an eltr. at Aurelia, and operate it in connection with our business here. Our house is the only eltr. in operation at this point at present. Jos. H. Johnson, Donnybrook Farmers Eltr. Co.

Pingree, N. D.—The Pingree Equity Eltr. & Trading Co. has been organized and plans have been made for the construction of a new eltr. Pres., L. A. Larson; vice-pres., J. G. Hastings; sec'y, C. B. Joos, and treas., M. H. Kinnane.

Mandan, N. D.—Sites are being laid out for the construction of 47 new eltrs. to be constructed in several of the towns along the north and south branches of the Northern Pacific for a number of line companies who erect the houses.

Hannah, N. D.—We bot the eltr. of the Duluth Eltr. Co. and took possession Apr. 1. We have sixty stockholders at \$150 per share. The Hannah mill has closed down owing to lack of good management and financial support.—A. R. Balfour, mgr., Farmers' Co-op. Eltr. Co.

Cooperstown, N. D.—Two eltr. fires have occurred here inside of 12 hours, Apr. 7. The Monarch Eltr. Co.'s house burned at 11 a. m., the office and engine house being the only things saved. The eltr. of the Cooperstown Farmers' Eltr. Co. burned at 1 a. m. Loss on eltr., \$12,500; loss on grain, \$6,000. Fully insured. Origin of fire unknown.—S. E. Wickham, agt. Great Western Eltr. Co.

OHIO.

Norwalk, O.—The mill belonging to W. H. Gardner & Co. burned recently.

New Philadelphia, O.—The Frank Ridgeway Mlg. Co.'s eltr. burned Mar. 25; loss, \$25,000.

Hamler, O.—The eltr. of the Travis-Emmick Co. burned Mar. 28; loss about \$12,000; partly insured.

Belle Center, O.—Jos. Timmons sold his eltr. Apr. 1 for \$10,000 to a company of Ashland County men.

East Liverpool, O.—A. J. Falk and others recently incorporated the Kingston Grain & Lumber Co., capital \$12,000.

Williamsport, O.—We have succeeded C. S. Hunsiker at this place and also at Kinderhook, O.—Ballard B. Yates & Co.

Cincinnati, O.—William H. Barnes, grain and hay salesman, has applied for membership in the Chamber of Commerce.

Cincinnati, O.—Gale Bros. Co. is sending friends an April calendar with a reproduction in colors of Gutman's painting "Which Hand."

Fremont, O.—The Gottron Bros. Co. has incorporated for \$50,000 to take over the grain business and other affairs conducted by Gottron Bros.

Akron, O.—The Quaker Oats Co. has let the contract to the Barnett & Record Co. for the erection of a reinforced concrete eltr., to be completed Aug. 1.

Marion, O.—Loring J. Smith, formerly sec. and gen. mgr. of the Ohio Mlg. & Eltr. Co., was recently found guilty of embezzling \$198 of the company's funds.

Parkertown, O.—Louis Smith has succeeded W. H. Gardner & Co.

Mansfield, O.—Bowden & Snider recently incorporated to handle hay, grain and implements; capital, \$15,000.

Metamora, O.—The Metamora Eltr. Co. has overhauled its plant. A gravity loading spout, capacity 1,200 bus. per hour, and electric motor have been installed.

Cleveland, O.—H. R., J. A. and A. L. Parker were recently arrested charged with operating a bucketshop under the name of the Colonial Stock & Grain Co. Each was fined \$200.

St. Henry, O.—Farmers Grain & Mlg. Co. incorporated; capital stock, \$25,000; incorporators, G. F. Emerling, J. J. Moeller, H. A. Beckman, J. A. Schirack and Henry Winners.

Cincinnati, O.—The five members of the defunct bucketshop firm of Odell & Co., who were convicted, sentenced to six months in jail and fined \$200 and costs each, have had their sentences affirmed.

Columbus, O.—We are trying to arrange for the annual meeting of the Ohio Grain Dealers Ass'n, which will probably be held at Cedar Point either the third or fourth week in June.—J. W. McCord, sec'y.

Greenville, O.—Townsend, Kerst & Townsend intend to dig cellar under the warehouse, cut the hill on the side and make a level driveway to the dump, in and out, in order to afford an easy access to the farmers' hauling grain to their place.

Findlay, O.—We are building a 100,000-bu. eltr. All buildings will be brick and practically fire proof. We are also remodeling our brick hay warehouse to a capacity of 300 car loads. The eltr. will contain belt conveyor, power shovel for unloading, a 4-roll, feed mill and seed cleaner.—Ohio Hay & Grain Co.

Lima, O.—The Northwestern Ohio Hay & Grain Ass'n held its monthly meeting at this place Mar. 23. W. T. Dolby, of Delphos, pres. of the ass'n and T. P. Riddle, of Ft. Wayne, Ind., sec'y and about 40 members were present. One of the most important subjects discussed was the increased cost of transportation. The state of the present growing wheat crop, which was not giving great promise, was also taken up.

Colby, O.—Gasoline kept in the engine room for priming caused an explosion and fire that destroyed the eltr. of the W. H. Gardner Grain & Mill Co. on the morning of Apr. 1. Nothing was saved, not even the books or office furniture. Loss, \$15,000; partly insured. In store were 1,000 bus. of oats, 100 bus. rye and 500 bus. corn. A car on the track containing 1,000 bus. of oats was burned. They had had more or less trouble for a couple of days in getting the engine started and in using the gasoline freely some was spilled.

Toledo, O.—Total grain receipts during March were: Wheat, 124,500 bus.; corn, 436,500 bus.; oats, 174,350 bus.; rye, 16,500 bus.; compared with receipts during March, 1909: Wheat, 138,500 bus.; corn, 383,200 bus.; oats, 161,300 bus.; rye, 14,700 bus. Shipments during March were: Wheat, 135,400 bus.; corn, 180,300 bus.; oats, 109,100 bus.; rye, 11,700 bus.; barley, none; compared with shipments during March, 1909: Wheat, 66,500 bus.; corn, 370,110 bus.; oats, 152,200 bus.; rye, 12,300 bus.; barley, 1,600 bus.—A. Gassa-way, sec'y, Produce Exchange.

Troy, O.—Henry W. Allen, of the Allen & Wheeler Co., grain dealers and millers, died Mar. 21 of pneumonia, aged 88 years. He was born at Pembroke, Mass., the son of a Unitarian minister, and at the age of 26 settled at Troy where he bot a small mill that grew to a large business. In 1863 he founded the First National Bank of Troy and for 45 years served as its president. Of his seven children Henry M. and Horace Allen are connected with the Allen & Wheeler Co. Mr. Allen was very highly esteemed for his unquestioned integrity.

Cincinnati, O.—Grain receipts at Cincinnati during March included the following: Wheat, 289,875 bus.; corn, 705,050 bus.; oats, 475,866 bus.; rye, 89,240 bus.; barley, 99,695 bus.; compared with receipts during March, 1909: Wheat, 387,540 bus.; corn, 731,324 bus.; oats, 414,396 bus.; rye, 71,770 bus.; barley, 41,014 bus. Shipments during March were: Wheat, 216,912 bus.; corn, 443,430 bus.; oats, 222,694 bus.; rye, 30,158 bus.; barley, 20 bus.; compared with shipments during March, 1909: Wheat, 376,616 bus.; corn, 404,832 bus.; oats, 264,500 bus.; rye, 13,222 bus.; barley, 16,236 bus.—C. B. Murray, sup't Chamber of Commerce.

Cincinnati, O.—An order was recently issued by the Chamber of Commerce directors requiring the signatures of the buyer and seller on the order blanks furnished the sale clerks. Now when a merchant wishes to quote a sale on the books he is compelled to state the amount, buyer and seller. Heretofore only the name of the man making the sale was recorded. According to the directors the new order is the outcome of recent irregular deals. Several members of the Chamber have refused to recognize the order, declaring that it is an unfair method of divulging their business secrets and transactions.

Cincinnati, O.—Selling a car of grain for a customer at one price and falsely reporting the grain sold at a lower price is not considered correct mercantile conduct on the floor of the Chamber of Commerce. The facts that the member so defrauding shippers is an old and hitherto respected grain commission merchant and that his theft from the unsuspecting country dealer is only a cent a bushel will not save him from the condemnation of all honest receivers, nor from public reprimand by the directors of the Chamber of Commerce, as was discovered by Chas. S. Maguire Mar. 15. Mr. Maguire on Aug. 24, 1909, sold two cars of rye at 71 cents, posted them on the sales book of the Chamber of Commerce at 70 cents per bu. and settled with the shipper at 70 cents. When presented with the charges Maguire acknowledged his guilt and a majority of the directors of the Chamber of Commerce voted that he be publicly reprimanded and he was so reprimanded by the president. Maguire has been a member and a daily attendant on the floor of the Chamber of Commerce for 45 years. How extensive his practice has been is unknown.

OKLAHOMA.

Francis, Okla.—C. S. Norman is erecting an eltr.

Goodwell, Okla.—B. B. Elkins is thinking of building an eltr.

Shattuck, Okla.—Ingle Bros. & Co. are building a warehouse 48x140 ft., to be used for broom corn. The capacity will be 1,000 tons.

Woodward, Okla.—Geo. M. Werlein may build an eltr. here if the crop is good.

Woodward, Okla.—I have sold my eltr. here to the Farmers Supply Co.—C. B. Cozart.

Madill, Okla.—The Marsh Mlg. & Grn. Co. has increased its capital stock to \$30,000.

Pauls Valley, Okla.—Dowlen & Son will remodel their eltr.—McClellan Construction Co.

Norman, Okla.—E. R. Chastain, contemplates remodeling his eltr. and increasing the capacity.

Chelsea, Okla.—The Chelsea Eltr. & Storage Co. recently reduced its capital stock from \$7,000 to \$4,000.

Tyrone, Okla.—J. Nebergall has resigned as mgr. of the Liberal Eltr. Co. and will engage in farming.

Guymon, Okla.—Mr. Beach has resigned as mgr. of the Liberal Eltr. Co., and will engage in farming May 1.

Shattuck, Okla.—F. Nickerson, agt. for O. W. Hutchinson, will quit the grain business Apr. 15 and go to farming.

Lindsay, Okla.—Keel & Son, whose eltr. burned Mar. 5, will build a 20,000-bu. house.—McClellan Construction Co.

Pauls Valley, Okla.—W. H. Dolan & Son will remodel their eltr. before harvest. The building was erected last year.

Norman, Okla.—We have let the contract for one of the finest small eltrs. in the state, to hold about 30,000 bus.—Normal Milling & Grain Co.

Oklahoma City, Okla.—The Simple Feed Co., of Coalgate, Okla., recently purchased trackage property in this city and will build an eltr. and storage house.

Britton, Okla.—I attribute the loss of my mill and eltr. by fire Mar. 9 to a leakage in the supply tank. The loss is all of \$5,000, uninsured.—W. M. Shore.

Manchester, Okla.—We have recently purchased the eltr. formerly operated by the Clyde Eltr. Co., Clyde, Okla.—W. T. Hodson, mgr., Manchester Mill & Eltr. Co.

Blanchard, Okla.—The Normal Mill & Eltr. Co. has let the contract for a 25,000-bu. eltr. with a 5,000-bu. crib annex for snap corn to the McClellan Construction Co.

Oklahoma City, Okla.—The thirteenth annual meeting of the grain dealers and millers of Oklahoma will be held at Oklahoma City May 24 and 25.—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma.

Custer City, Okla.—The R. B. Miller Sons Co. has recently installed a new sheller and cleaner. The Thomas Mlg. Co. will put in a sheller and cleaner if crop prospects look favorable.—M. J. Long.

Guthrie, Okla.—The state railroad commission on Apr. 4 issued a proposed general order making reduction in freight rates of 19 to 36 per cent. An order is being prepared canceling the commodity rates on grain, lumber and coal enjoined by Judge Hook.

OREGON.

Portland, Ore.—Balfour, Guthrie & Co. will build a flour mill and eltr. 300x100 ft., five stories high. The mill will have a capacity of 1,000 bbls., and the eltr. will store 4,000 tons.

PENNSYLVANIA.

Delaware, Penn.—Geo. H. Lum Co. incorporated; capital stock, \$25,000, to operate a mill and eltr. Incorporators, Geo. H. Lum, of Hillsboro, N. J.; Wm. F. P. Lofland and I. N. Lofland, of Dover, Pa.

PHILADELPHIA LETTER.

M. F. Baringer is mailing friends an April blotter.

Extensive improvements are contemplated about the big Bourse building with an entire remodeling of the northwestern end of the second floor.

The commissions for the sales of grain here have been very materially changed by the Commercial Exchange, after several meetings, and a conference of the directors and members.

Harvey C. Miller, the head of the well known grain firm of L. F. Miller & Sons, is the new president of the Southern Steamship Company, plying between this city and the Gulf and West Indian ports.

Levi F. Miller, formerly an active member of the Chamber of Commerce, and for years connected with the grain business, died Mar. 21, at the age of 79 years. He is survived by three sons who have been associated with him in the firm of L. F. Miller & Sons.

During March, 31 steamships took out export cargoes from this port of flour and grain for 12 foreign points; 301,043 bus. of wheat and 102,685 bus. of corn were shipped. Receipts for 3 months show an increase in wheat over the same time last year of 301,016 bushels.

William C. Wilkinson, aged 46 years, after a lingering illness which broke down his body and mind is dead, and will be remembered by many as one of the active grain brokers on 'change. His father's ancestors were among the original owners of the Mt. Vernon property in Virginia, the mecca of Washington's admirers.

PITTSBURG LETTER.

The Grain & Flour Exchange has fixed the commission charge on hay at five per cent with a minimum charge of 75 cents per ton.

The Pittsburg Grain & Flour Exchange formally opened its new quarters in the Wabash building at Fourth and Liberty avenues and Ferry street on March 31st. Elaborate preparations had been made for the event and the entire seventh floor of the big building was a mass of flowers and palms. The opening address was made by Pres. Geidel who reviewed the work of the Ass'n and the different moves which it had made prior to securing its present luxurious quarters. He took a very optimistic view of the future and prophesied that within the next five years Pittsburg will be recognized the country over as the main gateway to the East for the grain and hay business. Other talks were made by Ralph A. Shuster of Rosensbaum Brothers of Chicago; Jacob Abel of Cleveland; D. G. Hood, General Agent for the P. & L. E. R. Co. and H. G. Morgan. An elegant lunch was served after the "call" and one of the best orchestras in the city furnished music the entire afternoon. A large number of ladies were present and scores of country buyers came in to look over the new headquarters which they declared were far ahead of any previous location both in convenience and general attractiveness. The following firms are now domiciled in the new quarters and three more concerns will likely be located in the

Wabash building by May 1: Grain & Flour Exchange, 717 and 719; H. G. Morgan & Co., 727 and 729; Hardman & Heck, 723 and 725; Clark Grain & Hay Co., 713 and 715; Austen Brothers, 711; B. McCracken & Son, 709; Herb Brothers & Martin, 708; Mahood Hay & Grain Company, 706; Geidel & Dixon, 705 and 707; J. W. Smith & Co., 702 and 704 and C. A. Foster, 701 and 703.—P.

Pittsburg markets are not altogether satisfactory. Receipts are just fair. The general tone of the market is dull. Buyers seem to be indifferent as a general thing and this, together with the declining Western market, keeps quotations on a sliding board here. The chief difficulty is in marketing corn. Buyers not only fear the germinating season but the quality of the corn has been such the past few months that nearly all of them have got "stung." The market for oats is lagging. This is always true of Pittsburg when Western markets begin to fall. Other grains are moving slowly also. The demand for rye seems to be narrow although prices are holding up fairly well. Hay is doing better in local markets as the outside towns are taking pretty good quantity now. Considerable straw is to be handled here for packers and for the glass works.

SOUTH DAKOTA.

Hitchcock, S. D.—Wm. A. Gross has succeeded John Kingdon.—E. E. Monroe.

Hurley, S. D.—C. F. Corkill has succeeded Thompson & Pier.—J. H. Farnsworth.

Duxbury Sta., Mansfield, P. O., S. D.—Elmer Cowles will build an eltr. this summer.

White, S. D.—Ray McKnight has succeeded T. L. Landmark as our agt.—Davenport Eltr. Co.

Volga, S. D.—C. C. Dyball and Geo. O. Cotton have purchased the eltr. of G. W. Van Dusen & Co.

Loyalton, S. D.—P. J. Wagner will build a new eltr. here in May.—T. J. Trudewell, agt. Reliance Eltr. Co.

Ravinia, S. D.—John Hurbeck, of Avon, S. D., is building an eltr. here. V. E. Forrest Co. has the contract.

Monroe, S. D.—John Schmitt has succeeded K. J. Doeden as agt. for J. T. Scroggs.—C. Van DeWater, agt., Reedy Grain Co.

Harrold, S. D.—Frank E. Pettyjohn has built a new office and has installed cleaning machinery and a feed grinder in his eltr. at this place.

Artas, S. D.—We will paint our eltr. and install new machinery. Geo. G. Kusler and Samuel Krause will do the same.—Reagan & Hooper.

Presho, S. D.—We are increasing our shed room for coal, having a nice trade along that line.—W. P. Ladd, mgr., Lyman Co. Farmers Eltr. Co.

Milbank, S. D.—It has been reported that the McIntyre & Frerich Co. will tear down and rebuild its eltr.—H. A. Riley, agt., Empire Eltr. Co.

Platte, S. D.—Frank O'Connor bot out the interests of Mr. Burleson in the firm of Burleson & Perkins.—Wm. Vander Boom, agt., S. D. Grain Co.

Freeman, S. D.—The Freeman Eltr. Co. has built an addition to its house for flour exchange. The house will be improved next summer.—W. H. Borman, agt., Shanard Eltr. Co.

Houghton, S. D.—A meeting of farmers was called Apr. 9 to discuss the erection of a farmers' eltr. at this place.—Geo. Downer, agt., Sleepy Eye Mlg. Co.

Houghton, S. D.—G. W. Van Dusen & Co. will make some improvements on their house, also put in a new gasoline engine.—Geo. Downer, agt., Sleepy Eye Mlg. Co.

Eureka, S. D.—Isaak & Kime Bros. sold one eltr. to Kime, Kiesz & Klein and another to Solomon Isaak. Fred W. Homeyer bot the eltr. of John Pietz.—Jacob Kiesz.

Miller, S. D.—Geo. P. Sexauer, prop. of the Brookings Roller Mills is building an eltr. of 40,000-bus. capacity, thoroly up-to-date in every way. T. E. Ibberson has the contract.

Crocker, S. D.—The eltr. of the Security Eltr. Co., together with over 5,000 bus. of grain, and a car of flour burned Mar. 21; total loss; insurance, \$25,000. Theo. Wilson, agt., personally owned the flour.

Columbia, S. D.—Atlas Eltr. Co. will build an eltr., (a modern crib with man-lift) 30,000-bus. capacity, to take the place of the old flat-house now being used.—H. H. Hoover, agt., G. W. Van Dusen & Co.

Mitchell, S. D.—The new 50,000-bu. eltr. of the Farmers' Co-op. Eltr. Co. burned Mar. 31. The eltr. contained oats, barley and wheat. The building and grain were insured for \$14,500; loss is considerably larger.

Springfield, S. D.—I am again managing the eltr. of Eugene Colburn, Jacob Ludens has gone back to farming. We have overhauled our eltr. and are now ready to handle the next crop in good shape.—R. A. Maarsnigh.

Wentworth, S. D.—The Farmers Eltr. Co. at this place and Ramona has purchased A. B. Jackson's houses and is operating them. The capacity of eltr. at this point is 35,000 bus.—Roy Hardwick, agt., Wentworth Farmers Eltr. Co.

Twin Brooks, S. D.—Our eltr., known as the "Farmers' Eltr." will be repainted this season and many up-to-date improvements will be made. We have installed an Avery automatic weighing out scale in the cupola of the eltr.—Twin Brooks Eltr. Co.

Madison, S. D.—The eltr. of the Farmers Eltr. Co. burned Mar. 25, with 10,000 bus. of grain, most of which was barley. The building was erected only a year ago at a cost of \$8,500, and was insured for \$6,000. Loss on grain \$10,000; insurance \$8,500.

Bridgewater, S. D.—Hofer & Tschetter bot the eltr. of Ragust & Klund some time ago. The Bridgewater Mlg. Co. has installed a 70-h.p. gas-producer engine and has orders enough ahead to keep busy day and night until late in the summer.—J. E. Carlon.

Sioux Falls, S. D.—G. J. Walters, formerly pres. of the Plymouth Eltr. Co., has leased the eltr. on the I. C. Ry. of the Farmers Coal & Grain Co. I understand extensive improvements will be made on the eltr. this summer.—J. W. Straup, mgr., J. B. Scheier.

Milbank, S. D.—The eltr. of the Reliance Eltr. Co. of Minneapolis was totally destroyed by fire Mar. 30. It contained about 4,000 bus. of wheat, oats and barley. Estimated loss is \$10,000. Eltr. was built in 1880 and was the first one built at that place. It will be rebuilt at once.—Twin Brooks Eltr. Co.

Mitchell, S. D.—A farmers' co-op. eltr. company may be formed and an eltr. erected at Beulah, the newly proposed town near here on the Milwaukee.

Wessington Springs, S. D.—Geo. W. Faust & Co. recently bot the eltr. of Shaw Bros. Geo. W. Faust, its former manager, is now proprietor and manager. David Sigler succeeded Emil Swansen as mgr. of the Nels Enge Grain Co.—Wm. Vander Boom, agt., S. D. Grain Co.

Pukwana, S. D.—The Farmers Eltr. Co., the Hunting Eltr. Co., and the Reliance Eltr. Co. are at this place instead of at Presho as listed. The Farmers Eltr. Co. will build an addition to its eltr. and handle flour and twine next year.—Nels Hintze, mgr., F. Eltr. Co.

SOUTHEAST.

Roanoke, Va.—Gambill & Davis' eltr., which recently burned, will be rebuilt soon.

Summit Point, W. Va.—R. W. Baker recently bot the eltr. of his father, A. G. Barker, who moved to Florida.

Columbus, Miss.—The Southern Alfalfa Co. incorporated; \$200,000 capital stock; to manufacture and sell alfalfa products.

Richmond, Va.—S. T. Beveridge has awarded the contract for an eltr. and storage house to cost \$18,000, to James Fox & Son. The plans call for a building 130x75 ft.

Birmingham, Ala.—The one-story frame warehouse, 50x125 ft., of the Western Grain Co. was totally destroyed by fire Apr. 2; loss, \$50,000; about covered by insurance.

Macon, Ga.—John F. Courcier, sec'y of the Grain Dealers Nat'l Ass'n, has organized an affiliated local grain dealers ass'n with about eighteen members and the following officers: Pres., J. N. Birch; vice-pres., T. D. Tinsley, sec'y, R. T. Birdsey.

TENNESSEE.

Knoxville, Tenn.—W. J. Savage Co. has purchased a Hall System for an eltr. at this point.

Nashville, Tenn.—J. H. Fall and others have incorporated the Merchants' Warehouse & Eltr. Co.; capital \$25,000, and will handle grain and merchandise.

Chattanooga, Tenn.—Henry G. Smith who has been mgr. of the Chattanooga Brokerage Co. for 5 years, has severed his connection and established a new business under the name of the Henry G. Smith Co., as wholesale brokers in grain, hay and produce.

Memphis, Tenn.—G. E. Patterson & Co. have recently bot the plant and business of the Interstate Mlg. Co. and have commenced the erection of an additional building for the manufacture of a sugar feed product. The building is located on the Belt line near the Valley eltr., also owned by Mr. Patterson.

Nashville, Tenn.—The National Surety Co., defendant in a suit by the Fourth National Bank, alleges that it was induced by misrepresentation to become surety for Jos. H. Weaver as superintendent of the Kendrick-Roan Grain & Eltr. Co., whose receipts the bank holds. Defendant alleges that the bank knew the receipts did not represent sufficient grain to secure the loans.

Union City, Tenn.—At a meeting of the creditors of the bankrupt Hardy Grain Co. Judge Lancaster decided that each wheat depositor was entitled to so much of the fund as came from the individual grade of wheat he had placed in the eltr., and no other, and that whatever funds there were left coming from some other grade or any balance from any such fund, was directed to be placed to the general fund for the general creditors. This aggregates the fund to about \$15,000. This settles the question as to who was entitled to the funds arising from the sale of the wheat found in the eltrs. of the company.

NASHVILLE LETTER.

The flour mill at Belvidere burned Mar. 26, together with 3,000 bus. of wheat. Loss, \$9,000; insurance, \$4,000.

The Lillie Mill at Franklin has resumed operation, with up-to-date machinery, and the outlook for business never better. It is owned by Messrs. Corn & Eakin.

The Fayetteville Milling Co. of Lincoln County incorporated; capital, \$15,000; incorporators, J. E. Huffman, E. C. Huffman, J. T. Huffman, A. B. McGill and E. H. Jones.

The McLemore Grain Co. is the title of a new firm chartered here the past week; J. B. McLemore and associates are the incorporators, with an authorized capital of \$10,000.

Nashville, Tenn.—The United States district attorney has filed a bill against Harsh Bros. & Co. for alleged violation of the pure food law. A shipment of oats was alleged to be a mixture of oats and barley.

Conditions in the local grain market have been unsettled during the past two weeks and dealers have been at a loss to find the market. As a result trading has been light on the Grain Exchange and trading in cash corn has been by no means active. The market has been weak most of the time, steadily reaching for lower levels. Cash corn offered on the floor of the Exchange daily this week has found few bidders and often none at all. Dealers have bot carefully, but are not finding a ready market for stocks on hand. Stocks at the close of last week were: Wheat, 300,000; corn, 616,300; oats, 420,550; barley, 7,500.—S.

TEXAS.

Snyder, Tex.—The grain store of C. Nation was burned Mar. 15; loss, \$5,000; insurance, \$2,250.

Whitesboro, Tex.—The eltr. of the Sherman Grain Co., which was burned some time ago, has been rebuilt.

Sherman, Tex.—The warehouse of the Pittman-Harrison Grn. Co. was recently burned. Loss, \$2,000, fully insured.

Plainview, Tex.—M. Neher, who recently purchased the Plainview flour mill, is erecting an eltr. and storage warehouse for flour.

Crowell, Tex.—Okla. Grain Co. has let a contract to the P. H. Pelkey Const. Co. for the erection of a small eltr. at this place.

Munday, Tex.—Knox County Eltr. Co. incorporated; capital stock, \$10,000; incorporators, T. W. McGraw, C. L. Mayes, M. H. Lee.

Temple, Tex.—One of the four eltrs. owned by the A. B. Crouch Grain Co. burned Mar. 26. Loss on the building, machinery and grain, \$10,000; insurance, \$6,500. Defective electric wiring is thought to have been responsible.

Fort Worth, Tex.—The West Texas Grain Co. will erect a mill and eltr. to cost \$10,000 on the Orient tracks. J. S. Brown is mgr.

Floydada, Tex.—We have opened a branch house at Floydada, with A. L. Grisham in charge.—Early Gr. & Eltr. Co., Amarillo, Tex.

Houston, Tex.—The J. E. Ervin Grain Co. will erect a grain eltr. 72 ft. high and a one-story brick engine-room and office 22x50 ft.; cost, \$10,000.

Edna, Tex.—Eureka Rice Co. incorporated; capital stock, \$20,000; incorporators, W. B. Stallings, George C. Thompson, Jr., J. S. Hawkins.

Dallas, Tex.—The warehouse owned by William Burr and occupied by the Texas Grain & Milling Co. burned recently; loss, \$1,500, fully insured.

Van Alstyne, Tex.—We are installing 60-ton track scales and a 30-h. p. motor for operation of corn sheller and shuck baler, also building cob-houses and shuck-sheds.—Grayson Mill & Grain Co.

Yorktown, Tex.—There are no grain eltrs. in this section of the country or any possibilities of any going up in the near future. There is a great deal of grain sold here and in tributary towns.—Yorktown Produce & Brokerage Co.

Amarillo, Tex.—The Ackimo Fuel & Supply Co., with headquarters at Wichita, Kan., has opened a branch at this point and will deal in coal, grain and hay. A. L. Timmons, formerly of the John Finnegan Hide & Wool Co., will have charge of the retail end of the new business.

Beaumont, Tex.—The Supreme Court of Texas affirmed the judgment of the lower court in the suit by the South Texas Rice Co., against the Beaumont Rice Mills to recover insurance on rice burned. The mill company paid the rice company its proportion of the insurance but the latter brot suit for the full value, alleging a custom of the trade to insure rice to its full value.

Denison, Tex.—The Denison Mill & Grain Co. has let the contract to the Peerless Construction Co. for the erection of a large eltr. and storehouse. The eltr. and tanks will have a capacity of 150,000 bus. and will be operated by electric power. The company has incorporated for \$60,000. J. B. McDougall is pres.; Turner Wilson, v. p.; C. M. King, sec'y-treas.; W. L. Hutcheson, mgr.

Galveston, Tex.—March clearances for foreign ports of grain loaded at Galveston included 42,103 bus. of corn and no wheat, compared with 338,571 bus. of corn and 12,333 bus. of wheat during the corresponding month of 1909. Total shipments since Sept. 1, 1909, have been 1,601,297 bus. wheat and 1,863,602 bus. corn, compared with 4,777,005 bus. wheat and 7,091,800 bus. corn during the corresponding period of 1908.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Austin, Tex.—The railroad commission has made slight changes in circular 3349 of Mar. 17, prescribing minimum carload weights on grain and grain products. Straight carloads of ear and snap corn shall be 24,000 lbs. The clause "all minimums shall be subject to marked capacity of car used" was canceled and the following substituted: "Where marked capacity of the car used is less than the prescribed minimum weight, such marked capacity shall be observed as the minimum."



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Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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UTAH.

American Fork, Utah.—The Star Mill, owned by the Chipman Mercantile Co., collapsed recently under a load of bulk grain, causing a damage of \$2,000 to grain and building.

Ogden, Utah.—W. O. Kay, L. W. Kay and W. H. Barrett, principal stockholders of the Cache Junct., Downey and Portage Eltr. Cos., have dissolved partnership and the interests have been absorbed by the W. O. Kay Eltr. Co. The new company will operate at other points in Utah and Idaho.

WASHINGTON.

Walla Walla, Wash.—A feed mill to cost \$10,000 to \$15,000 will be erected by the Farmers Union of Walla Walla County.

Mohler, Wash.—Farmers are building a warehouse, 250 feet long by 60 feet wide, to handle wheat. L. P. Turner, Harrington, is pres.—C. W. Bethel.

WISCONSIN.

New Richmond, Wis.—Fay Bros. Grain Co. incorporated, capital stock, \$50,000.

Green Bay, Wis.—Alphonse Pierre recently installed a new feed mill at his eltr.

Hudson, Wis.—While feeding a corn shredder Chris. A. Fable recently lost his hand in the machinery.

La Crosse, Wis.—Mrs. W. W. Cargill, widow of the late W. W. Cargill, who died some time ago, died March 26.

E. J. Lachmann, traffic mgr. of the Wisconsin State Millers Ass'n, has filed a protest with the C. & N.-W. Ry. against the milling in transit rules, a rigid enforcement of which would limit the interior miller's business in mixed carloads on a milling in transit account and prevent shipment of mixed carloads of grain on a cleaning in transit account.

MILWAUKEE LETTER.

The following have applied for membership in the Chamber of Commerce: A. M. Huntly and George D. W. Manderville, Milwaukee; L. G. Mershi, Chippewa Falls, Wis.

The uniform rules for grading, approved by the Grain Dealers National Ass'n, with a few slight changes, have been posted for ballot Apr. 13 by the Chamber of Commerce.

Geo. A. Schroeder, mgr. of the Chamber of Commerce freight bureau, advises shippers of grain by break-bulk routes to insist upon the insurance clause being properly stamped on their Bs/L in order to secure damages if loss is suffered in transit.

Milwaukee received during March: Wheat, 1,143,560 bus.; corn, 959,970 bus.; oats, 1,160,600 bus.; barley, 1,660,193 bus.; rye, 73,020 bus.; hay, 3,118 tons; mill feed, 2,725 tons, compared with the following receipts during March, 1909: Wheat, 80,300 bus.; corn, 387,000 bus.; oats, 1,112,000 bus.; barley, 1,034,000 bus.; rye, 99,900 bus.; hay, 2,466 tons; mill feed, 4,550 tons. Shipments from Milwaukee during March: Wheat 118,724 bus.; corn, 744,284 bus.; oats, 1,218,471 bus.; barley, 280,581 bus.; rye, 63,512 bus.; hay, 202 tons; mill feed, 12,903 tons, compared with the following shipments during March, 1909: Wheat, 396,254 bus.; corn, 463,420 bus.; oats, 714,619 bus.; barley, 510,136 bus.; rye, 116,938 bus.; hay, 120 tons; mill feed, 16,832 tons.—H. A. Plumb, sec'y, Chamber of Commerce.

New members of the Chamber of Commerce admitted during the month of March are: Jno. C. Penshorn, Louis Portz, H. J. Droeger, H. L. Hankinson, L. G. Marstin, Aug. Rebhan. Transferred memberships are: L. W. Falk, dec'd, R. M. Labarthe, J. W. Bass, L. Everingham, dec'd.—H. A. Plumb, sec'y.

E. J. Furlong and B. G. Ellsworth were tied for the office of pres. of the Chamber of Commerce at the annual election Apr. 4 and at a special election Apr. 6 the former won by 6 votes. Other officers elected are 1st vice-pres., W. P. Bishop; 2nd vice-pres., Jas. A. Mander; sec'y-treas., H. A. Plumb. Directors: Clark Fagg, G. C. Holstein, Jas. F. Howard. For Board of Arbitration: A. L. Johnstone, Andrew O. Lowry, Irving C. Lyman, Louis L. Runkel, H. M. Stratton. For Board of Appeals: J. J. Crandall, John V. Lauer, Chas. R. Lull, Andrew A. McCabe, Henry Wissbeck.

A Train Load of Corn.

A train load of grain consisted to one firm is quite unusual and especially so at this season of the year when receipts are light and most of the country elevators are empty, but we are able to show herewith photograph of a train of twenty cars of corn consigned by the Ulysses Grain Co. of Ulysses, Neb. to the Hall-Baker Grain Co., the business being obtained through the efforts of W. E. Hotchkiss of Hastings, Nebr.

The Ulysses Grain Co. ships from 300 to 400 cars of grain per year, so that its elevator which has a loading capacity of only five to seven cars daily is kept busy much of the time. The twenty cars shown in the photograph reproduced herewith were loaded in less than three days and were so quickly transported by the C. B. & Q. that they were sold in Kansas City on the third day after they left Ulysses. A crack record for every one concerned.

The John H. Allan Seed Co. at Sheboygan, Wis., has commenced work on the construction for a new warehouse 50x130 feet in size and three stories high with a basement.

The firm of Henry Nungesser & Co. has been incorporated at Hoboken, N. J., to deal in seeds. The capital stock is \$50,000; and the incorporators are Henry Nungesser, Geo. S. Mittendorf and Wm. A. Proescholdt.

Seeds

Young clover never looked better; no winter killing.—B. F. Kyle & Co., Kyle, Ohio.

An extra large acreage of clover sown this spring.—A. W. Walls, Florence Station, Ill.

C. H. Jackson has sold his seed business at Oconomowoc, Wis., to Louis Johnson & Son.

The Wisconsin seed inspection law has been published by A. L. Stone in Wisconsin Sta. Circular Inform. 4.

The seed house of D. M. Ferry & Co., at Windsor, Ont., was recently destroyed by fire; loss, \$200,000, partly insured.

The Woolley Implement Co., of Osborne, Kan., during March shipped 8,000 bus. of alfalfa seed to the eastern markets.

Geo. E. Scott, superintendent of the Albert Dickinson Co., Chicago, was married recently to Miss Josephine R. Floyd of Minneapolis, at Milwaukee.

Alfalfa seed is in excellent demand this year on account of the farmers holding over their planting until now. About 14,000 acres of Meade County are devoted to alfalfa and it is of the finest quality.—Meade Seed & Grain Co., Meade, Kan.

Rush in your surplus clover seed. Demand last half of April will probably be lighter, declining as the month expires. Stock at Toledo is turning out much smaller than was expected earlier in the season. It has been an early season.—C. A. King & Co.

Two pure grass and grain seed bills were recently introduced in the Ohio legislature, and a third one is under consideration. The last bill provides that the farmer must pay a fee of \$2 to \$10 per bu. to the state experiment station to ascertain its quality.

Baltimore received during March 7,096 bus. of clover seed and no timothy seed compared with 9,832 bus. of clover seed and 62 of timothy during March, 1909. March shipments included 138 bus. of clover seed and 611 bus. timothy seed against 560 bus. of clover seed and no timothy during March, 1909.—James B. Hessong, sec'y-treas. Baltimore Chamber of Commerce.



A Trainload of Corn Starting from Ulysses Grain Co.'s Elevator.

Vice-Consul Geo. B. Stephenson, of Liverpool, states that the imports of grass and clover seed into the United Kingdom from the United States in the five years ending 1908 aggregated in hundred weights, (of 112 lbs. each) 493,018. The demand for American clover and grass seed in the Liverpool market is limited owing to the high price.

A movement has been inaugurated in Iowa by the state railway commission to devise a plan whereby the farmers may receive the benefit of a 50% reduction on certain seed freight rates. The commission has given the roads permission to reduce the rate, admitting that they have not the right to order different rates for three different grades of seeds. If the railroads accept this advice and make the low rate it will mean much to the Iowa farmer.

Michigan farmers are encouraged to grow alfalfa by the experiment station, E. R. Shaw, director, stating that "Alfalfa can be grown successfully on sandy and gravelly soils, even though these soils are lacking in humus and certain elements of plant food. The chief difficulty in connection with these soils is to get the alfalfa well started, but when once started on these conditions, the crop will do better than any cereal or grass crop that could be used."

The March clover seed deal has passed away. It will long be remembered as one of wild fluctuations. It sold as high as 9.67½ and as low as 6.80—almost \$3.00 difference between the high and low. Many times it had severe breaks when not looked for, and also rapid advances when least expected. Trading in it has probably been the largest of any clover seed future on record. Cash prime will continue to bring a premium over April, and of course when we get to the end of April the two will be alike. The question is, will the cash prime go down or the April advance?—J. F. Zahm & Co.

Imports of clover seed during the seven months prior to Feb. 1, amounted to 8,593,568 lbs.; flaxseed, 936,657 bus.; compared with 6,780,130 lbs. clover seed and 32,496 bus. flaxseed imported during the corresponding period of 1909. Exports of clover seed during the seven months prior to Feb. 1, aggregated 5,868,597 lbs.; flaxseed, 64,638 bus.; timothy, 16,672,784 lbs.; other grass seeds amounting to \$510,940; compared with 10,048,696 lbs. clover seed, 880,111 bus. flaxseed, 13,967,408 lbs. timothy, and other grass seeds amounting to \$382,256, exported during the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

The congressman does not think about the farmer at all. He simply gets his name in some way or other, and sends him the seeds at the government's expense, hoping the farmer will remember him when he discharges his duty as an American citizen at the polls. He evidently does not stop to think that he is a very small man whose vote can be influenced by a package of beet seed or turnip seed or flower seeds, or anything of the kind. The American people have not sunk as low as the citizens of ancient Rome, whose votes could be bought by a free distribution of bread and circus tickets. The farmer is too big a man now to allow his vote to be purchased or in any way influenced by that kind of humbug.—Wallace's Farmer.

I find many helpful articles in the Grain Dealers Journal.—W. M. Latham, Amlin, O.

Exports.

Broomcorn valued at \$245,872, was exported during the seven months prior to Feb. 1; against \$170,054 worth during the corresponding period of 1908-9.

During the seven months we also exported buckwheat amounting to 117,991 bus.; against only 207 bus. the year before.

Malt amounting to 75,736 bus. was exported during the seven months, against 97,256 bus. during the seven months prior to Feb. 1, 1909.

During the seven months prior to Feb. 1, we exported 360,311,527 lbs. of linseed oil cake, against 419,364,932 lbs. in the corresponding period ending Feb. 1, 1909, as reported by O. P. Austin, chief of Bureau of Statistics.

Imports and Exports of Beans.

Beans amounting to 2,935,231 bus. were imported during 1909, against 2,314,235 bus. in 1908.

We exported during 1909, 330,317 bus. of beans and dried peas and 63,513 bus. of foreign origin, compared with 282,231 bus. of domestic and 46,718 bus. of foreign origin exported during 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Receipts of Wheat at Primary Markets.

Receipts of wheat at primary markets from July 1 to April 4 have been 60,166,000 bus. of winter and 168,236,000 bus. of spring; against 57,994,000 bus. of winter and 151,051,000 bus. of spring wheat during the corresponding period of 1908-9, as reported by the Cincinnati Price Current.

Exports of Hay.

Hay amounting to 34,806 tons was exported during the seven months prior to Feb. 1, as against an aggregate of 43,130 tons for the corresponding period ending Feb. 1, 1909, according to the report of O. P. Austin, chief of the Bureau of Statistics.

Dont's for Oat Shippers.

A number of years have elapsed since the following suggestions for grain shippers were first issued, but they still hold good and may be reread frequently with profit:

DON'T load damp grain. If shipped in a damp condition it will invariably be hot or musty upon arrival at market.

DON'T ship unmerchantable stock; there is always a free supply of common grain on the market at the beginning of each new crop.

DON'T ship grain in dilapidated cars; see that the roof is in good order and that the car is otherwise free from leaks.


DON'T overload your cars. The greater the bulk, the more likely is the grain to get out of order.


A curious objection has been raised by some anti-cruelty people against Londoners playing with Mexican jumping beans on a warm plate. It seems they draw a ring around the beans and the owner of the first bean to jump out of the circle wins the money. Now, inside of each bean is a maggot, and the idea of making these helpless creatures hop and jump off a warm plate is a form of cruelty, and nothing warmer than the natural warmth of the hand should be permitted, say these kind people.

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Sole Concessionaires of Institut Pasteur, Paris, Biological Products.
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New York, 386 West 11th Street.
Chicago, 323-325 Dearborn Street.
Address Dept. K

Grain Carriers

The Welland Canal will open May 15.

The Soo road has ordered 1,000 steel bottom box cars in time to handle the next grain crop.

The uniform demurrage rules have been put into effect by all roads operating in central Kentucky.

The administration railroad rate bill was reported to the House Apr. 1 by the interstate commerce committee.

The Missouri Pacific Railroad Co. on May 1 will make the average agreement of the car service rules effective in the Missouri Valley.

The Rock Island Southern road is about ready for operation. It connects Moline, Rock Island and Davenport with Monmouth and Galesburg, Ill.

Grain shipments from Duluth on the lakes may commence earlier this year on account of the absence of ice, altho the season does not officially open until April 15.

Canadian shippers have suffered considerable delay in delivery thru carelessness in forwarding the "memorandum" portion of the new B/L instead of the original.

The Nebraska, Kansas & Southern, which will build from Garden City, Kan., northeast to Stockton, 162 miles, has let contract for part of the line.

Grand Trunk officials declare they will meet the reduced rate on export grain from Buffalo to New York effective May 1, to hold the Canadian grain for the Montreal route.

The standard form of B/L must be used after Jan. 1, 1911, by all southern roads, under an order recently issued by E. H. Hinton, chairman of the Southern Freight Ass'n. The standard B/L differs from the uniform B/L.

Vessel insurance companies operating on the lakes announce that the policies will not go into effect until April 15, which is ten days later than usual. The companies contend that the early opening will result in ice damage.

David O. Ives, former traffic mgr. of the Wabash Railroad, pleaded guilty in the United States Circuit Court to an indictment charging him with rebating. He paid a \$1,000 fine.

In order to maintain our equipment, pay our dividends and at the same time increase our wage schedule we must increase our receipts. There is but one way and that is to raise our freight rates. —E. W. McKenna, vice pres. Chicago, Milwaukee & St. Paul R. R. Co.

The Boston & Albany road announces that effective April 21 all cars of grain, flour, grain products, hay, straw, and lumber will be held at Rensselaer, N. Y., for change of destination. For switching service on all cars held for diversion at West Albany the charge will be \$2 per car. Cars will be held four days at 30c per day from March to July inclusive, and 35c per day the remaining months, including holidays and Sundays. Exclusive of Sundays and holidays a charge of \$1 per day per car will be made on cars held over four days. No charge will be made when orders reach the agent at West Albany Transfer before the arrival of the car.

On petition by Minneapolis millers the Interstate Commerce Commission ordered the rail and lake rate on flour from Minneapolis to New York reduced from 23 to 21½ cents per 100 lbs., effective May 1. At a meeting of railroad officials at Chicago April 5 it was decided to ask the Commission to reopen the case on the ground that the reduction is unreasonable.

Thirteen different projects to build lines of railroad in North Dakota are on foot, the mileage to be constructed being 1,312, part of which is already under contract. The Great Northern has let the contract for grading 260 miles from Fargo to Surrey, and the C., M. & St. P. has practically completed grading for 147 miles from McLoughlin, S. D., to New England, N. D.

Grain trimmers at Ft. William and Port Arthur have agreed with the Dominion Marine Ass'n on a flat rate on all grain leaving these two ports during the coming season. On the large bulk cargo boats a rate of 50c per 1,000 bus. will be levied. On the smaller and package boats, that are usually double-decked and require harder work, an increase of 15c will be paid.

Argument of the Missouri River rates cases was heard April 4 by the Supreme Court. The order by the Interstate Commerce Commission reducing rates between the Mississippi and Missouri Rivers as a part of the thru rate was enjoined by the Circuit Court, and on appeal shippers of Kansas City, St. Joseph and Omaha intervened, while shippers in cities east joined with the carriers in opposing the reduction.

Foreign steamship companies touching American ports and who are connected with the trust known as the European steamship pool are being investigated by the federal grand jury at New York, under a charge of violating the Sherman anti-trust law. It is charged that the operations of the pool seriously interferes with the work of the American vessels, as the foreigners are continually underbidding and getting the traffic.

Alleged discrimination against Philadelphia is shown up strongly by Frank L. Neall in a special report to the Commercial Exchange. Mr. Neall says: "From Aug. 1 to Dec. 31, 1908, there were 21 full cargo tramp steamships, which carried 3,700,000 bus., dispatched from the port of Philadelphia from the Pennsylvania Railroad Co.'s Girard Point grain elevator with full cargoes of wheat. During the above period there were dispatched from the port of New York 22 tramp steamships, carrying full cargoes, aggregating 3,900,000 bus. of wheat. The Pennsylvania Railroad Co. upon the wheat brought to Philadelphia and exported via the tramp steamships demanded and collected from the grain export receivers of Philadelphia ¾ cent per bu. for elevator charges on every bu. delivered through Girard Point elevator. This charge amounted to \$27,750. The charge made by the Pennsylvania Railroad Co. was in addition to its inland tariff rate of freight on the wheat. Neither the Pennsylvania Railroad Co. nor any of the other Trunk Line railroads at New York charged the export grain receivers of the 3,900,000 bus. of wheat shipped on the 22 tramp steamships at New York a fraction of a cent per bu., in the way of elevator charges, for handling the 3,900,000 bus."

An Active Omaha Concern.

Geographically, Omaha is nearer the center of the United States than any other city of its class, and to this advantageous location is due in no small measure the great growth of the city as a grain market. In the last decade Omaha has achieved a great deal in a commercial and industrial way and the citizens of the Gate City are very optimistic regarding their city's future advancement. Omaha is conspicuously awake, and constantly is reaching out for new business in the rich region which surrounds it.



Geo. A. Roberts, Omaha, Neb.

Prominent among the grain commission concerns of the western city is the Roberts Grain Co., the engravings herewith representing George A. Roberts, pres. of the firm, and J. A. Murphey, sec'y and treas. This company entered the grain trade of Omaha about one year ago when it opened offices in the Brandeis building and Mr. Roberts became a member of the Omaha Grain Exchange.



J. A. Murphey, Omaha, Neb.

Pres. Roberts has been identified with the grain trade of Nebraska during the last 18 years and is well known to dealers thruout the western states. Mr. Murphey has demonstrated his ability in the trade and is popular with his associates. M. O. Johnson is vice-pres. of the company.

Supply Trade

The S. Howes Co., Silver Creek, N. Y., is sending out a monthly hanger which illustrates its various grain handling machines.

Union Iron Works, Decatur, Ill., has just completed an addition to its grey iron foundry, 50x80 feet, which will increase its capacity from three to five tons of castings per day.

Johs. Grosseth recently accepted the position of advertising mangr for the Fosston Mfg. Co., St. Paul, Minn., mfrs of Grain Cleaning Machinery. He was formerly with the J. L. Owens Co.

"Things are looking better than they ever looked at this time of the year in the eltr. building line and the present indications are that there will be a great deal of building this year."—C. E. Bird, Minneapolis.

The Beall Improvements Co., Decatur, Ill., say: "Our business for the first three months this year was more than 100% greater than for the same period last year, and it looks as tho the increase will keep up for some time to come."

The Winters-Coleman Scale Co., Springfield, O., has recently purchased the factory plant built for the Farmers' Co-operative Harvesting Machinery Co., at Springfield, O., and has already started remodeling it to make it suitable for its increasing business.

The Philip Smith Mfg. Co., Sidney, O., announces that it has made arrangements with the Barnard Machinery Co., Enterprise, Kans., whereby a full line of its products will be carried in Enterprise. This will be a great convenience for western and southwestern elevator men who need this kind of machinery.

Fairbanks, Morse & Co., Chicago, Ill., are sending out Catalog No. 113 which fully describes and illustrates their 1910 line two-cycle marine engines. This catalog contains complete descriptive matter about this class of engine and is beautifully illustrated and printed on fine enamel paper.

Two failures have been reported on Chicago Board of Trade during the past week and the indications are that the real reason for them was the deterioration of corn in their possession. Here is a chance for the drier people and it would seem that the time is not far distant when wise elevator men will kiln dry all their corn before shipping.

The American Grain Separator Co., Minneapolis, Minn., is building a large warehouse to take care of its increasing business. This company owns over two acres of vacant land adjoining its present plant, so the acreage is ample to accommodate any buildings which the business may require in the near future. Mr. Robert J. Owens, president of the company, has been in the grain separator mfg business for the past twenty-five years and the machines this company is turning out are the result of his experience and study. This company makes machines of all sizes and for various purposes which are fully illustrated in its catalog and circulars.

D. F. Hoag, who was formerly secretary of Honstain Bros. Co., Eltr Builders, has opened an office in the Corn Exchange Building and is prepared to submit bids on anything in the line of grain eltrs or warehouses. Mr. Hoag has been in the eltr building business for twelve years and is therefore qualified to carry out all that he undertakes.

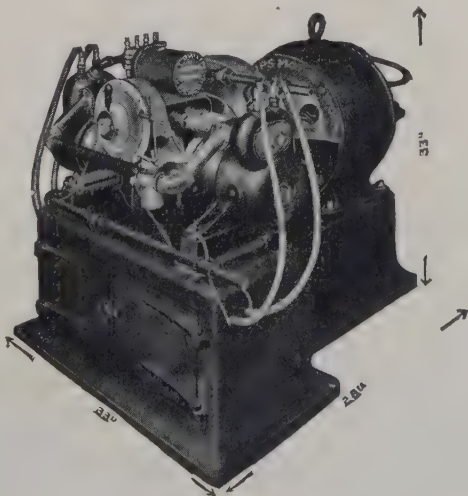
Captain Hall of the Hall Distributor Co. has been brot into the limelight of Congress and incidentally to the whole country because he furnished Congressman R. B. Macon of Arkansas with some facts and arguments relating to the discrepancies which he found in Lieut. Peary's report of his journey to the North Pole. It is said that the recent famous address of the Congressman was an almost verbatim report of a letter furnished by Capt. Hall, who, while he admits that he has never been nearer the North Pole than Bering straits, carefully studied arctic exploration during his many years of sea life and is therefore competent to point out many discrepancies in Peary's report.

Electric Lights for Grain Elevators.

The improvements made in gasoline engine construction in the past few years have created more new industries and employed more new capital than has any other mechanical device in the same length of time since the history of the world. An entirely new type of gasoline engine has been created which bids fair to displace the type of engines in use before the automobile made it appearance.

The improvement in gasoline engine construction has not stopped with the automobile motor. It has simply showed the way for improvements that should be made in the industrial gasoline engine and one of the first designers to make use of the improved construction and apply it to the industrial uses was Mr. W. L. Phillips of the Phillips Gasoline Engine & Motor Co.

The Phillips Duplex Motor is shown herewith direct-connected to a 35 ampere generator for the purpose of lighting or for furnishing power through smaller electric motors, distributed as required. The speed regulation of the lighting set as shown in cut is guaranteed to be within 2 per cent, which is equal to the highest type of automatic steam engine performance.



THE ELLIS DRIER CO.

¶ The ELLIS COLD AIR DRIER is the most satisfactory machine in the world for raising the grade and improving the carrying qualities of all classes of grain.

¶ These COLD AIR DRIERS and CONDITIONERS have a capacity of from 100 to 4,000 bushels per hour.

¶ The running expense is small and they can be placed in the elevator with no increase in the insurance.

Postal Telegraph
Building
CHICAGO

Supreme Court Decisions

Breach of Contract by Seller.—One who buys corn to fill orders is not entitled to the allowance of commissions for purchasing corn elsewhere to fulfill contracts canceled by him.—*H. D. Wetmore & Co. v. Henry*. Supreme Court of Iowa. 124 N. W. 791.

Annual Crops are Personal Property.—Annual crops, whether growing or matured, are to be regarded as personal property distinct from the land and capable of being sold by oral contract.—*Turner v. Morris*. Springfield Court of Appeals, Missouri. 125 S. W. 238.

Rebate Legal on Intrastate Shipment.—A contract between the receiver of a railroad company and a shipper for payment of a rebate on an intrastate shipment is not illegal.—*Bibber-White Co. v. White River Valley Electric R. Co.* U. S. Circuit Court, District of Vermont. 175 Fed. 470.

Copy of Statement on B/L.—A shipper of goods not having it in his power to produce the original of a statement which he attached to a B/L, the duplicate which he retained is competent evidence for him.—*Webster v. Bear*. Kansas City Court of Appeals, Missouri. 125 S. W. 815.

Buyer's Duty to Inspect.—The buyer is bound to inspect goods offered for delivery under contract before acceptance if he desires to save his rights in case the goods are inferior in quality, there being no warranty of quality in such case which survives acceptance.—*O. Gandy & Co. v. Seymour Slack Stave Co.* Appellate Court of Indiana. 90 N. E. 915.

Demurrage Rules.—In an action by a carrier for demurrage charges under a rule of the carrier the court will not give the rule a broader construction than its language indicates, unless the reason of the thing and the surrounding circumstances require it to do so.—*Staten Island Rapid Transit Ry. Co. v. Marshall*. Supreme Court of New York. 121 N. Y. Supp. 82.

Connecting Carrier.—A connecting carrier must accept and transport cars delivered to it for transportation without waiting for the making of a new contract, especially where it did not advise the agent of the shipper that it would not transport the car until a new contract was made.—*McMillan v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 124 N. W. 1069.

Void Limitation of Carrier's Liability.—A contract for an interstate shipment of goods, limiting the liability of the carrier to loss occurring while the goods were in its possession and the damages to a stated amount, was void in these particulars and cannot affect the shipper's right to recover for their loss.—*Southern Express Co. v. R. H. Meyer Co.* Supreme Court of Arkansas. 125 S. W. 642.

Discrimination by Carrier.—The act of a carrier in hauling goods for some shippers without prepayment of freight, and not for others engaged in the same business, does not constitute a violation of Laws 1907, No. 312, § 17, making it unlawful for a common carrier to give any preference to any shipper or subject him to any undue or unreasonable disadvantage or prejudice.—*Brown & Brown Coal Co. v. Grand Trunk Ry. Co.* Supreme Court of Michigan. 124 N. W. 528.

Damages for Delay in Delivery of Message.—Where an action for delay in delivery of a telegram was prosecuted on the theory that the telegram closed a contract, and plaintiff sought to recover as damages the amount that would have been realized if the contract had been consummated, if the telegram did not close the contract, plaintiff cannot recover such damages.—*Postal Telegraph-Cable Co. v. Louisville Cotton Oil Co.* Court of Appeals of Kentucky. 125 S. W. 266.

Payment of Freight Charges.—Rev. St. 1895, art. 4494, requiring railroad corporations to transport property on payment of the freight, does not contemplate a prepayment, and hence there was a payment when, on the making out of the B/L, a draft was given the railroad for the freight, and was forwarded with the B/L and paid on presentation.—*Dorrance & Co. v. International & G. N. R. Co.* Supreme Court of Texas. 125 S. W. 561.

Delivery on Contract.—Where a seller sued for the balance due on a contract, on the theory that he had performed the contract binding him to sell and deliver the amount of wheat he then had on hand, and the undisputed evidence showed that he had on hand 2,163 bushels, and that he delivered only 1,142½ bushels, a finding that the seller had fully performed his part of the contract was unauthorized.—*Neuberger v. Robbins*. Supreme Court of Utah. 106 Pac. 933.

Liability of Telegraph Company.—Where the agent of a telegraph company received a message by telephone, and agreed to transmit the same without requiring it to be reduced to writing, and the failure to transmit it is not due to the failure of the sender to reduce it to writing, the right to recover for failure to transmit and deliver is not affected by the sender's failure to reduce it to writing.—*Gore v. Western Union Telegraph Co.* Court of Civil Appeals of Texas. 124 S. W. 977.

Notice of Arrival.—Where a carrier is required by the contract of shipment to give notice of the arrival of the cars at the point of destination, there is a corresponding duty on the consignee to put himself in a position to receive the notice; and, where he failed to make arrangements for notice, he impliedly agreed that the carrier should hold the grain until the B/L were presented by some one.—*St. Louis, I. M. & S. Ry. Co. v. Townes*. Supreme Court of Arkansas. 124 S. W. 1036.

Failure of Seller to Indorse B/L.—The mere fact that the seller neglected to indorse the B/L to the buyer before the accompanying draft for the price was presented to him does not justify the buyer in refusing to accept the shipment and pay the price, if the seller would have indorsed the bill in time for the buyer to have handled the shipment, if the seller's attention had been called to his failure to so indorse it.—*Ziegler v. C. J. Gerlach & Bro.* Court of Civil Appeals of Texas. 125 S. W. 80.

Connecting Carriers.—Under Acts 1905, pp. 58, 59, c. 47 (Burns' Ann. St. 1908, § 3918 et seq.), providing that in actions for injuries to goods by carriers it is sufficient to aver delivery to and receipt by the carrier for transportation to a named point, failure to transport or deliver, and resulting damage, a complaint in an action against two carriers which alleged delivery to and acceptance of the goods by one of the carriers in good condition for carriage over both lines, each receiving a part of the freight charge, the subsequent delivery by them to the connecting carrier, the failure of both to safely transport and deliver the goods, and resulting damage, was sufficient as against both defendants.—*Cleveland, C. & St. L. Ry. Co. v. Schaefer*. Appellate Court of Indiana. 90 N. E. 502.

Injury to Servant.—A grain elevator owned by defendant, when filled with grain, settled and sagged over, causing a belt conveyor, which extended from the ground through the center, to tear loose some of the boards and shingles from the roof. Plaintiff, with others, was employed to load a car with grain on the south side of the building while a strong wind was blowing from the north, and was struck and injured by a board which fell upon him. There was evidence tending to show that when the men went to work there was a loose board on the roof flapping in the wind, and that it was seen by defendant's superintendent. Held, that such evidence warranted the submission to the jury of the question of defendant's negligence in allowing such board to remain after the men were set at work.—*Duluth Elevator Co. v. Wallin*. U. S. Circuit Court of Appeals. 174 Fed. 955.

Furnishing Cars.—Refusal of an interstate carrier to furnish cars for the shipment of complainant's cross-ties, while furnishing cars to others for interstate shipment of other freight, constitutes an unjust discrimination in violation of Interstate Commerce Act Feb. 4, 1887, c. 104, § 3, 24 Stat. 380 (U. S. Comp. St. 1901, p. 3155), for which plaintiff was entitled to recover full damages with an attorney's fee and costs as authorized by section 8.—*American Tie & Timber Co., Ltd., v. Kansas City Southern Ry. Co.* U. S. Circuit Court of Appeals. 175 Fed. 28.

Side Tracks.—Private persons or corporations desiring the construction of side tracks to accommodate their particular industries, except in a case of unjust discrimination, should proceed under section 33, art. 9, Const. (Snyder's Const. p. 267), requiring such persons or corporations to pay the cost of such construction, and not under section 18 of article 9 of the Constitution (Snyder's Const. p. 238), relating to the regulation and control of public service corporations in regard to their public duties.—*St. Louis & S. F. R. Co. v. Haywood*. Supreme Court of Oklahoma. 106 Pac. 862.

Breach of Contract.—Plaintiffs contracted to buy of defendant 100,000 pounds of hops each year for five years, at a certain price, to be paid in installments, the hops to be grown upon a certain farm and delivered not later than Oct. 15 each year. The contract was complied with the first year, after which the farm was sold and plaintiffs in the spring of the next year notified defendant and the purchaser that they would retire from the contract, and thereafter refused to recognize its existence. Defendant brought an action on the contract and secured judgment. Defendant on Oct. 15 of the second year had the hops on hand ready for delivery if demanded but no demand was made, and no offer was made to deliver them. The hops at that time were worth 14 or 15 cents per pound. Part of the hops were sold the following spring at 7 cents per pound, and the balance a year later were worth only 2 or 2½ cents per pound. Held, that notwithstanding such judgment, the effect of which was to continue the contract in full force, plaintiffs, having refused to recognize the contract as binding, were not entitled to recover on the basis of the value of the hops on Oct. 15.—*Livesley v. Krebs Hop Co.* Supreme Court of Oregon. 107 Pac. 460.

Kerosene as a Fuel for Gasoline Engines.

The increase in the price of gasoline and the apparent inability to secure a standard grade has prompted many large consumers to experiment with kerosene in the operation of gasoline engines. While the engine manufacturers discourage the practice for the reason that very few operators are successful, occasionally one reports gratifying results.

One operator reports a saving of 45 per cent in fuel expense, and contends that the experiment is practicable in either a horizontal or an upright type, but favors the make and break spark ignition. The following instructions may prove useful in the experiment:

- 1.—Have a good, hot spark; magneto or dynamo preferred.
- 2.—Do not have spark too far advanced or engine will pound.
- 3.—Mix well one quart of gasoline to each five gallons of kerosene.
- 4.—Pipe hot air to your carburetor or vaporizer from your exhaust pipe or the hottest place you find on the machine and see that the air enters hot.
- 5.—Have a small auxiliary tank for gasoline.

An ear of corn 53 years old has been brot to light at Blandinsville, Ill. The ear selected was taken from a crib which had been in storage 45 years, and 20 years ago it was tested and found to be fertile.

Feedstuffs

The Interstate Cotton Seed Crushers Ass'n will hold its annual convention May 24-26 at Little Rock, Ark.

The Oklahoma grain product weight bill will become a law July 1. The millers as a whole are in favor of the act.

The tax of 15c per ton on mill-feeds of wheat shipped in from other states has been revoked by the Virginia legislature effective July 1. This does not affect the license fee which is still in force.

Geo. A. Schroeder, of Milwaukee, has resigned his position as sec. of the National Ass'n of Feed Dealers in order to devote more time to his duties as mgr. of the traffic bureau of the Milwaukee Chamber of Commerce. Ferdinand I. Vassault, of the Wm. R. Gregory Co., New York, has been nominated to fill the unexpired term, and his election is expected at the annual convention to be held June 21 at Minneapolis.

The National Alfalfa Millers Ass'n is collecting information from alfalfa millers bearing on the formation of a mutual fire insurance company. A schedule has been forwarded on which to set down the power used, whether frame, brick or stone building, kind of grinder, dust collectors, packers, location of hay storage, fire protection, watchman, insurance now carried, rate paid, and whether willing to join with 50 mills in a mutual company on a basis rate of 4 per cent.

The Universal Stock Food Co., of Lebanon, Tenn., is defendant in a suit brot by the federal government for alleged violation of law in preparing its Universal Dairy Food. In defense Gen. Mgr. J. H. Bradford states that the food was shipped when the company was under the management of S. R. Hawks, Jr.—C.

The Washington mixed feed law, which the Seattle Merchants Exchange has been fighting, did not become effective Jan. 1, and prosecutions cannot be made under the act until a test case is decided in Seattle. The bill provides that all persons handling mixed feed must submit samples to the state college at Pullman for analysis, the state to charge one cent for each sample examined. The constitutionality of the law is being determined.

Thru the efforts of the New Orleans Wholesale Grocers Ass'n., the pure food bill recently introduced before the Mississippi legislature concerning the regulation and inspection of food, is likely to become a verbatim copy of the federal enactment. As originally introduced, the bill contained many objectionable features and the grocers feared it would seriously handicap legitimate merchandising and manufacturing. State Chemist W. F. Hand, however, accepted the assn's view and will modify the bill, and the governor has sanctioned the change.

One hundred cars of wheat crossed the river at Laredo, Tex., March 15, into Mexico. The time for reducing the duty from 3c to 1c per kilo has been extended to Sept. 30, owing to the scarcity of wheat in the republic.

Ruling Against Bleached Flour Still in Effect.

Bleached flour under the Alsop process is adulterated within the meaning of the Pure Food and Drug Act, and the fact that it is so branded, does not legalize the validity of interstate sales. Basing his opinions upon the recent decision of Judge Rufus E. Foster, in the United States District Court for the Eastern district of Louisiana, Sec'y of Agri., James Wilson, has issued the following warning to manufacturers, vendors and consumers of bleached flour:

"Bleached flour by the Alsop processes contains added poisonous and deleterious ingredients which render the flour injurious to health; contains nitrites which lower and affect the strength and quality; is mixed, colored and stained, concealing inferior grades." All of which conflicts with the opinions of the expert chemists on the government's Board of Review.

The Secretary further states that bleached flour cannot be sold in the District of Columbia nor in the Territories, or transported or sold in interstate commerce.

The annual meeting of the Fraternity of Operative Millers will be held June 6 to 11 at St. Louis, Mo.

"ARAB" HORSE FEED
A PERFECT BALANCED RATION
M. C. PETERS MILL CO.
Alfalfa Queen Mills. OMAHA, NEB.

ASK US FOR FREE SAMPLES

To reach every elevator operator by personal calls is an expensive, slow method of introducing any product.

Hence, as we believe you are competent to judge the merits of a grain feed, and because our products have stood many practical tests, we want every feed dealer to send for a sample of our product and see for themselves. Just ask for

SCHUMACHER'S FEED—For Horses, Cattle and Hogs

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than whole grain.

This feed is easily sold because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable—kiln dried and absolutely safe for feeding purposes.

With this feed in stock you can buy the farmer's grain and in turn sell him our Schumacher's Feed for less money and he will get more satisfactory feeding results.

We also make and sell Mixed Grains for Poultry Feeding.

Send for free samples and ask for prices.

The Quaker Oats Company FEED DEPT. **Chicago, Ill.**

Books Received

VARIETY TESTS of corn, wheat, oats, soy beans and cow peas made by farmers in co-operation with the Purdue Exp. Sta. have been tabulated in Bulletin No. 139 by Purdue University, Lafayette, Ind.

REVENUE AND EXPENSES OF STEAM ROADS in the United States for the years ending June 30, 1909, and 1908, have been published by the U. S. Commission, as prepared by the bureau of statistics and accounts, in Bulletin No. 5, supplemented by Bulletins 6 and 7 for July and Aug., 1909.

IMPRESSIONS OF ARGENTINE. Geo. M. Le Count, crop expert for Finley Barrell & Co., Chicago, has published his observations in an 8-page handsomely illustrated brochure which no one desiring to keep informed on the agricultural development of the country and its last crop should be without. Copies will be sent to Journal readers on application to the firm.

COST ACCOUNTING PATHFINDER is designed to guide the country merchant in ways of ascertaining cost of doing business and is invaluable to dealers in farm implements and useful to hardware retailers as well as interesting to every business man. Midland Publishing Co., St. Louis, Mo. Flexible cloth, 128 pages, 50 cents.

SAND-CLAY AND EARTH ROADS IN THE MIDDLE WEST. This circular, issued by the Dept. of Agri., explains the soil conditions in the Middle West; with full instructions as to the proper methods of constructing roads under the existing circumstances; including the construction and maintenance of proper drainage facilities. It also contains summary of the data on road construction, including results of experiments and expenditure, accompanied by illustrations. Circular No. 91, Office of Public Roads, U. S. Dept. of Agri., Washington, D. C.

UNIVERSAL GRAIN CODE is new and an adaptation of coding to present methods of handling grain, containing very many valuable features not found in any other code, such as insurance on grain and table for spreads over or under futures, and some sections are so complete as to cover every contingency, there being 1081 words in the section devoted to orders and inquiries, alone. The words for billing and holding points will be found a great economy by eastern receivers. Prices include every 1/4 up to \$2.50; numerals up to 500,000,000 for crop reporting. Other sections well covered are fluctuations, margins, option commodities, list of railways and ocean lines, list of 387 grades of grain, every date in the year, bids and offers, and 388 words for basis of sale and offer at all important grain points. The whole code is arranged in such a compact form that it is not more bulky than the ones already in use and it can be slipped into the pocket easily. Compiled by W. P. Scott, and sold by J. F. Bourke. Flexible black leather cover, 144 pages; price \$3.00.

Options a Godsend to the Argentine.

George M. Le Count, crop expert for Finley Barrell & Co., who has recently returned from the Argentine Republic in writing of the establishment of a futures market in Buenos Aires says:

"The new option or future market in Buenos Aires is a godsend to this country and the producer is not now entirely at the mercy of the 'Big Four.' The big exporting companies in Buenos Aires have fought the option market tooth and nail, but option trading has come to stay and it is only a question of a year or so until the entire country and especially the interior farmer, is thoroly posted on prices and conditions. As it is at the present time, only the northern half of the country is in touch with the market. The southern part, including Bahia Blanca, is still at the mercy of the exporters, or the 'Big Four.' As a result wheat is 20c cheaper in the southern than in the northern half of the country.

"On Jan. 19 a peculiar incident happened to me. Previous to this I had been in the habit of frequenting the board of trade when in Buenos Aires, but when

the big slump occurred a lot of the local traders were on the wrong side of the market and lost a lot of money. Those who lost heavily went about crying like babies, wringing their hands, and cursing the North Americans. I was ordered out of the board of trade building and have not been allowed to enter since then.

"There is talk of prohibiting crop experts from entering the Argentine and traveling about, as these people are jealous and they think that if the world did not know the exact condition of their crops they could control the market."

Innovations of the Weather Buro.

A new departure of the weather buro that is of interest will appear in the form of a new commercial weather map that will replace the former production of the buro, as displayed in public buildings and elsewhere.

The new map will carry only practical and essential information, and this will be indicated in such clear and concise fashion as to be intelligible to all. Newspapers will publish the new map and if it proves the success that the buro anticipates it is likely that the old map will be discontinued.

The improved map, as outlined by Willis L. Moore, head of the weather department at Washington, will show the state of the weather, the direction of the wind, the temperature and the rainfall for the preceding twenty-four hours. For coast and lake points it will show the wind velocity when this has exceeded twelve miles an hour. A great many of the present complex diagrams will be omitted and in every way the map will be simplified and made more valuable to the general public.

The new map is expected to make a special appeal to business men, manufacturers, farmers and shippers of all classes. It will show concisely and quickly to what weather conditions shipments have been subject during the twenty-four hours past, as well as give a clear idea of what is coming next. It is a translation of the science of weather reporting and forecasting into the vernacular of the public at large.

Another innovation of the weather department, already instituted, are daily warnings sent to shippers of perishable goods advising them of the localities where freezing temperatures will be encountered and other weather information of value.

A Grain Buyer's Report.

The manager of a line of country elevators in the Northwest was all out of sorts one morning recently when he reached his office, but the following report from an agent who had not written for a week chased away the blues and made him merry:

Dear Friend: I will send a few lines. Major the hors is alright, but hi has run down leetle, but is wall and feeling good. I have handlt much wht., flx., oats, and bly. I have sipt 14 cars Grain, it is al por Grades, and veery leetle commen to town. I ben gettin my Shar.

But I starts to tell you I was Marrid Nov. 4, and I found a good Wive; har name was Mrs. Peterson; she cum to visit hare. I gutt quainted so; one day I was goin to chores Major, the hors, I mett hare, she smile to me, and watch me go to barn. Wi both smile next Times we Meet; smiles make my hart tump. In few days we com to Love each other. we Marrid, and both hapy, and I think it is the only way to Lave. I no Doubts I only sells Wht. if she not smiles so. Wi are Roming up Stairs, and Bording with Mr. Knutsen, but in Spring wi start Hous Kiping. Wi both Hapy.

Gunnar Larson.

Patents Granted

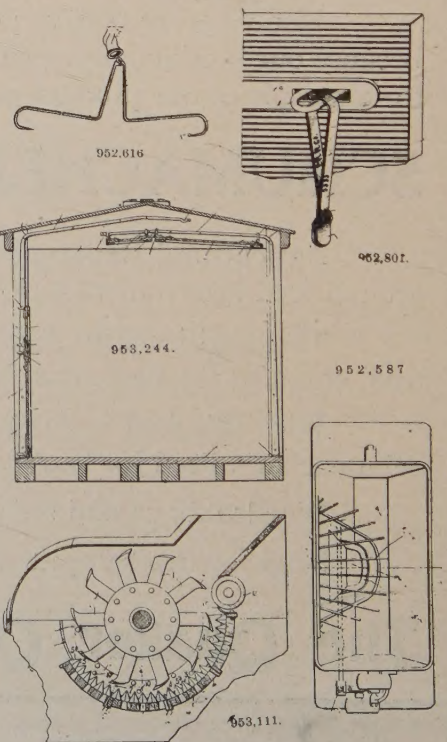
Car Seal. No. 952,801. (see cut.) Emil G. Gebauer, Chicago, Ill. The shackle has weakened portions at each of its ends and also notches in the side edges of one of its ends, the notches engaging a cap to which the shackle locks.

Car Door. No. 953,244. (see cut.) Orblin Van Camp, St. Thomas, N. D. To the sides of the door opening are secured tapered rails tapering from the bottom up and continued under the roof as supporting rails. When slid down on the tapered rails in closed position the door is bound against the tapered rails by cranks pivotally mounted upon the door.

Ear Corn Holder. No. 952,616. (see cut.) Claude N. Harrington, Avon, Minn. The holder is composed of a wire spring of two sections hinged together, and bent at the hinged end to form a loop tang, then bent in opposite directions with the opposing extremities bent backwardly to a hook shape, the extremities beyond the last bend sharply pointed so as to form prongs.

Alfalfa Mill. No. 953,111. (see cut.) Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis. Outside the path of travel of the outer ends of a number of pivoted rotating hammers is arranged a rigidly held cage having on its face rows of staggered upwardly extending projections, each provided with a pair of oppositely disposed sharpened edges, openings being formed thru the cage between the projections.

Automatic Weighing Apparatus. No. 952,587. (see cut.) Andrew Sonander, Springfield, O., assignor to the Winters-Coleman Scale Co., Springfield. This machine is provided with main and dribble gates normally open, a swinging arm for actuating the gates at predetermined times, connections to the main gate operated by the arm for restoring the main gate to normal position, the connections and arm being so arranged that the arm will move a limited distance independently of the gate. Between the dribble gate and the arm is an adjustable connecting device for positively closing the dribble gate.



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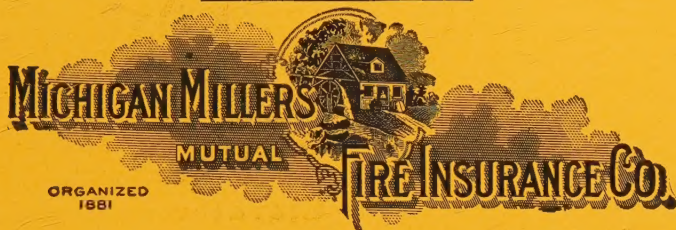
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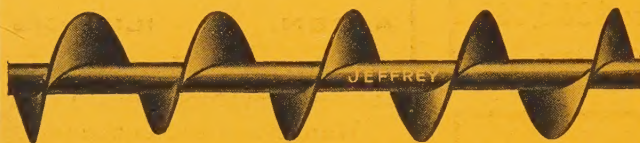
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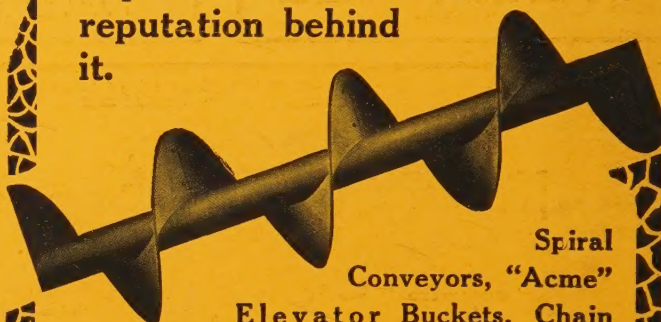
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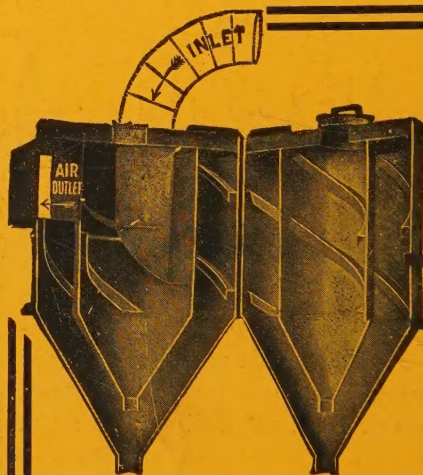
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